

Forde House
Newton Abbot

E-mail: comsec@teignbridge.gov.uk

24 August 2018

EXECUTIVE

Dear Councillor

You are invited to a meeting of the above Committee which will take place on **Tuesday, 4th September, 2018** in the **Council Chamber - Forde House** at **10.00 am**

Yours sincerely

PHIL SHEARS
Managing Director

Distribution:

- | | |
|---|---|
| (1) The Members of the Executive: | |
| Councillor Jeremy Christophers (Leader) | The Leader and Portfolio Holder for Strategic Direction |
| Councillor Humphrey Clemens (Deputy Leader) | Portfolio Holder for Planning & Housing |
| Councillor Phil Bullivant | Portfolio Holder for Recreation & Leisure |
| Councillor Stuart Barker | Portfolio Holder for Corporate Resources |
| Councillor Timothy Golder | Portfolio Holder for Economy, Skills and Tourism |
| Councillor John Goodey | Portfolio Holder for Community Neighbourhoods |
| Councillor Kevin Lake | Portfolio Holder for Environment Services |
| Councillor Sylvia Russell | Portfolio Holder for Health & Well-being |

A link to the agenda on the Council's website is emailed FOR INFORMATION (less reports (if any) containing Exempt Information referred to in Part II of the agenda), to:

- (1) All other Members of the Council
- (2) Representatives of the Press
- (3) Requesting Town and Parish Councils

If Councillors have any questions relating to predetermination or interests in items on this Agenda, please contact the Monitoring Officer in advance of the meeting

Public Access Statement

- There is an opportunity for members of the public to ask questions at this meeting. Please submit your questions to comsec@teignbridge.gov.uk by **12 Noon** on the Friday before the meeting.
- If you would like this information in another format, please telephone 01626 361101 or e-mail info@teignbridge.gov.uk
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- Reports in Parts I and III of this agenda are for public information. Any reports in Part II are exempt from publication due to the information included, under the provisions of the Local Government Act 1972.

A G E N D A

Part I

1. Apologies for absence
2. Minutes (Pages 1 - 8)
3. Agreement of the Agenda between Parts I and II
4. Matters of urgency/matters of report brought forward with the permission of the Chairman
5. Declarations of Interest
6. To note action taken under delegated powers as set out in Part III of the agenda (if any)
7. Public Questions (if any)
8. Notice of Motion under Council Procedure Rule 4.5(I) (if any)
9. Greater Exeter Strategic Plan Update (Pages 9 - 26)
To consider the Greater Exeter Strategic Plan Update.
10. Ide Neighbourhood Plan Adoption (Pages 27 - 30)
To consider the adoption of the Ide Neighbourhood Plan.
11. Brunswick Street, Teignmouth (Pages 31 - 60)
To consider the report on Brunswick Street, Teignmouth.

12. Executive Forward Plan (Pages 61 - 64)

To note forthcoming decisions anticipated to be made by the Executive over the next 12 months.

Part II

(Private) Items which may be taken in the absence of the Public and Press on the grounds that Exempt Information may be disclosed.

13. Brunswick Street Teignmouth (Pages 65 - 96)

To consider the report on Brunswick Street Teignmouth.

14. Sale of Property in Dawlish (Pages 97 - 118)

To consider the report for the Sale of Property in Dawlish.

Part III

(FOR INFORMATION ONLY)

Nil.

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EXECUTIVE

TUESDAY, 17 JULY 2018

Present:

Councillors Christophers (Leader), Clemens (Deputy Leader), Bullivant, Barker, Golder, Goodey, Lake and Russell

Members Attendance:

Councillors Dennis, Haines, Hocking, G Hook, Prowse and Wrigley

Apologies:

Councillors

Officers in Attendance:

Phil Shears, Managing Director
Martin Flitcroft, Chief Finance Officer
Lorraine Montgomery, Interim Head of Operations
Tony Watson, Interim Head of Commercial Service
Kay O'Flaherty, Business Development & Improvement Team Leader
Nick Davies, Business Manager, Strategic Place
Fergus Pate, Principal Delivery Officer
Mark Harris, Urban Design Officer
Trevor Shaw, Senior Planning Officer
Paul Bryan, Landscape Officer
Tom Butcher, Estates Surveyor
Gary Powell, Communities Project Officer
Sarah Selway, Democratic Services Manager (Exeter City Council)

**These decisions will take effect from 10.00 a.m. on 24 July 2018
unless called-in or identified as urgent in the minute**

82. MINUTES

Minutes of the meeting on 1 May 2018 were confirmed and approved and signed as a correct record.

Matters arising:-

The position with regards to the letters the Members of Parliament, the European Parliament and the Secretary of State for Environment, Food and Rural Affairs would be advised to Members in due course.

83. MATTERS OF URGENCY/MATTERS OF REPORT BROUGHT FORWARD WITH THE PERMISSION OF THE CHAIRMAN

The Leader announced that the Council would undertake a Review of the Employment Contracts and the Redundancy Policy. Terms of Reference would be referred to the Overview and Scrutiny Committee.

84. DECLARATIONS OF INTEREST

There were no declarations of interest.

85. CROWDFUND DEVON PARTNERSHIP

The Portfolio Holder for Community Neighbourhoods presented the report which sought approval to create a grant funding allocation of £20k, this would fund a number of Teignbridge community projects for the duration of the one year pilot project. He advised that he had attended a presentation on Crowd Funding at Devon County Council which was attended by over a 100 community organisations. This pilot scheme would give local community organisations a good opportunity to raise funds quickly via an additional platform to traditional methods. It would be up to the individual organisations to promote their own projects.

In response to a Member's question, the Community Projects Officer clarified that the amount the Council put in would be proportional to funds that the Districts organisations would receive and each of the sponsors taking part would have their own internal approval process for applications.

The Managing Director stated that only the Districts projects would benefit from the funds that the Council invested.

RESOLVED that:-

- (1) Teignbridge District Council join the **#CrowdfundDevon Partnership** and;
- (2) Teignbridge District Council would create a new funding allocation for this one year pilot crowd funding project, it would be called the **Stronger Communities Fund**.

86. 2017/18 DRAFT FINAL ACCOUNTS & TREASURY MANAGEMENT

The Chief Finance Officer presented the report on the 2017/18 draft final revenue results including draft closing general reserves, the 2017/18 draft final capital and updated ongoing programme for Members' approval including draft closing capital funding and resources carried forward. The report also included the draft financial

results of the treasury management function for the year ended 31 March 2018 and details of the updated treasury management lending list for Members to note.

The Chief Finance Officer advised that the draft closing general reserves at 31 March 2018 were £1.9 million. This was an improvement on the updated budget by £73,000. There was £2.6 million in the earmarked business rates reserve to cover future funding and income fluctuations. The revenue contributions to capital carried forward had £3.0 million as at 31 March 2018. He updated Members on the specific grants or contributions totalling £3.3 million in earmarked reserves and the earmarked reserve set up for the Council's share of usable funds held from the Strata joint operations. Also on the Revenue Budget variations for 2017/18 including the business rate deficit and the sundry debt write offs.

Member's attention was brought to the 2017/18 Draft Final Capital Programme and the Treasury Management Results 2017/18, and Lending List 2018/19. The report noted an overall favourable revenue variation for 2017/18.

In response to a Member, the Chief Finance Officer clarified that whilst there had been a year end deficit on the business rates collection this had been due to a change in Central Government Policy on business rate relief. The Council had business rates retention reserves to cover this position.

The Managing Director commented that the Council would receive central government grant to cover the deficit in business rate relief.

Members discussed the delay in improved broadband provision for the rural areas of the District. The Portfolio Holder for Corporate Resources commented that this had been due to a delay in Devon County Council's procurement process.

In reply to a Member's question regarding the budget for the provision of improvements in Newton Abbot Town Centre, the Chief Finance Officer clarified that this budget had been moved forward with £12 million in for 2018/19 with a current budget of £6 million therefore bringing the total budget to £18 million.

RESOLVED that the:-

- (1) draft revenue results be noted;
- (2) draft year end capital and updated programme at appendix 1 be approved;
and
- (3) updated lending list at appendix 2 be noted.

RECOMMENDED to Council;

- (1) that the draft treasury management results for 2017/18 at appendix 3 be noted.

87. SUPPLEMENTARY PLANNING DOCUMENT FOR SOLAR PHOTOVOLTAIC DEVELOPMENTS IN THE LANDSCAPE

The Landscape Officer presented the report updating the Members on the decisions of the Planning Committee regarding the creation of a Supplementary Planning Document for Solar Photovoltaic Development in the landscape and sought approval for final endorsement.

Members were advised of the background, the consultation process and the recommendation of the Planning Committee. The Supplementary Planning Document would provide a consistent approach when looking at applications for Solar Photovoltaic Development.

In response to Member's questions, the Landscape Officer clarified that there had been a recent decline in the number of applications and this could be due to infrastructure issues with the national grid in the south west and a reduction in tariffs paid although this could change in the future subject to Central Government Policy. He confirmed that the Council had other policies in place to protect properties of a historic nature from having inappropriate energy saving/producing equipment installed.

RESOLVED that Solar Photovoltaic Developments in the Landscape shall be adopted as a Supplementary Planning Document.

88. TEIGNBRIDGE DESIGN GUIDE

The Senior Planning Officer presented the report on reviewing consultation responses to the draft Teignbridge Design Guide and to confirm the proposed changes arising from the consultation stage as detailed in section three of this report. Members were advised of the process, the main implications and the consultation responses.

The Urban Design Officer clarified that the Design Guide took a holistic approach to encourage physical activity and to use all opportunities to build in walk and cycle ways on developments. Other chapters of the building design guide would address the issues of adaptability for houses to enable them to be homes for life.

The Business Manager Strategic Place advised that this year's new development satisfaction survey results were 60%, which was down on previous years, this could be due to many factors some of which were outside the District Council's Control. The results would be analysed to see what could be taken into account in future development. In response to a Member's question, he clarified that to require developers to connect conduits when installing utilities would require a change in policy, which was not possible through a SPD.

RESOLVED that the proposed changes to the draft Teignbridge Design Guide Supplementary Planning Document (SPD) based on the completed Principal Layout Strategies section be approved for adoption with further amendments to

other sections being delegated to the Planning & Housing Portfolio Holder in consultation with the Business Manager Strategic Place.

89. TEIGNBRIDGE PLAYING PITCH STRATEGY

The Interim Head of Operations presented the report on approving the playing pitch strategy shown at Appendix 1, which would help to inform investment decisions, planning decisions and the Local Plan review.

Members were advised of the importance of following Sport England guidance in ensuring that local sports clubs and other key stakeholders were engaged. By following this guidance for some of the most played sports in the area it could be instrumental in attracting external funding for investment priorities. They were updated on the steps involved for putting the strategy together and the development of an action plan, the steering group that had overseen the project, the priority projects, the potential for match and seed funding and the arrangements for on-going review.

A Member raised a query with regards to the time it has taken to bring this report forward. He recognised the challenges that were faced in ensuring that all residents were encouraged to take part in physical activity and the requirement for a sand hockey pitch in the District. He raised concerns regarding the high level flooding of Decoy Park.

The Managing Director stated that the emphasis was now on Health and Wellbeing and the encouragement of public participation in physical activity. It was important that the Council supported local sports clubs to widen their accessibility to all, in line with national policies.

The Leader commented that the Council had already invested £35k in cycle ways and it was important that the right sports were targeted to encourage large public participation recognising that an artificial 4G football pitch was a high priority for the Council. He clarified that there would be a sports strategy as part of the Greater Exeter Strategic Plan.

The Portfolio Holder for Recreation & Leisure congratulated the officers on bringing this forward and stated that this strategy was important to help clubs to access external funding and ensure that the Council's sports pitches were fit for purpose.

The Portfolio Holder for Community Neighbourhoods welcomed the strategy, he commented that communities had a part to play in supporting the strategy and there was a need for pitches in the northern part of the District.

RESOLVED that the Playing Pitch Strategy in Appendix 1 be adopted.

90. NEWTON ABBOT DEVELOPMENT

The Estates Surveyor presented the report on outlining the development options available for part of the surface car park at Halcyon Road in order to negotiate with interested third parties. It was the intention for a subsequent report to be brought forward in due course for Full Council consideration.

The Interim Head of Commercial Services clarified Local Members would have been updated on the proposals and that the Town Council had also received a high level briefing on the plans.

In responses to a Member's question, the Estates Surveyor clarified that once the Master Plan had been agreed by Members the public consultation including an exhibition on the principles of the Master Plan would take place over the summer.

RESOLVED that the recommendations are made in part II of the circulated report.

91. EXCLUSION OF THE PRESS & PUBLIC FROM THE MEETING

That under Section 100(A)(4) of the Local Government Act 1972, the Press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

92. NEWTON ABBOT - MASTER PLAN

The Interim Head of Commercial Service presented the report on the consideration of the site proposals and redevelopment principles set out in the circulated report and the annexed Master Plan document, in relation to the redevelopment of Newton Abbot Town Centre. The information was intended to assist the Council in its deliberation of the master plan principles.

Members were advised that the main aims of the Master Plan were to promote and facilitate major new mixed-use development in the town centre particularly in the current challenging environment and to improve access to and within the town centre by all modes of transport.

In response to a Member, the Estates Surveyor clarified the position with regards to Stagecoach and that they did not require a Bus Station in the Town Centre.

RESOLVED that the Newton Master Plan be approved for public exhibition.

93. NEWTON ABBOT - HALCYON ROAD DEVELOPMENT.

The Estates Surveyor presented the report outlining the development options available for part of the surface car park at Halcyon Road including the facilitating works required to preserve parking numbers in Newton Abbot town centre.

Members were advised of the development options, any possible risks and challenges associated with them and their impact on the parking provision in Newton Abbot.

Members discussed the need to ensure adequate parking in the Town Centre and supported the mixed use development for Halcyon Road car park.

The Estates Surveyor clarified that the Environment Agency was working on a flood risk assessment for Newton Abbot. Members requested that this should be brought to Overview and Scrutiny Committee in due course.

RESOLVED that Executive approved:-

- (1) the principle of entering further negotiations with a preferred bidder for a land at Halcyon Road car park; and
- (2) that further detailed reports will be brought before Full Council later this year.

94. EXECUTIVE FORWARD PLAN

Details were noted of the Forward Plan for the next 12 Months.

Chairman

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EXECUTIVE

LEADER: Cllr Jeremy Christophers

PORTFOLIO HOLDER: Cllr Humphrey Clemens

DATE: 4 September**REPORT OF: Simon Thornley, Business Manager Strategic Place****SUBJECT: GREATER EXETER STRATEGIC PLAN: UPDATE AND VISION**

PART I

RECOMMENDATIONS

The Executive is recommended to resolve that

1. The Greater Exeter Strategic Plan document “Our Vision and how we make it real” attached as Appendix A to this report is agreed as the basis for public consultation; and
2. Modifications to the draft consultation document can be made with the agreement of the Portfolio Holder for Planning and Housing, jointly with the equivalent Portfolio Holders in the other GESP local planning authorities.

1. PURPOSE

- 1.1 To provide an update on the progress of preparing the Greater Exeter Strategic Plan (GESP) and to recommend that a public consultation on a new vision for the plan, together with engagement on homes and infrastructure matters is held in October and November 2018.

2. BACKGROUND

- 1.1 The four Local Planning Authorities of East Devon, Exeter City, Mid Devon and Teignbridge confirmed that they will prepare a joint plan to cover strategic matters for their area, known as the Greater Exeter Strategic Plan (GESP). Devon County Council has supported the progress, and joint funding and staffing arrangements have been set up. An “Issues” consultation was undertaken in 2017, which included an earlier draft vision. Responses to that consultation can be read on the website www.gesp.org.uk together with other GESP information.
- 1.2 The joint GESP team has been preparing evidence (including procuring it from consultants) and considering the responses received. The aim is to prepare a draft plan for consultation in the summer of 2019, in line with the most recently

TEIGNBRIDGE DISTRICT COUNCIL

agreed Local Development Scheme. A number of the completed studies can be found on the GESP website and more will be published between now and the draft plan consultation.

- 1.3 During the issues consultation, comments were sought on the vision, and in relation to housing and infrastructure policy. Given this interest, and the further work now undertaken on these matters, an additional consultation event is now proposed to engage further on these matters in advance of consulting on a draft plan.

3. MAIN IMPLICATIONS

“Consultation: Our Vision and how we make it real”

- 1.4 The work undertaken, and the issues raised during previous consultations have resulted in the recommendation for a further consultation on the specific issues covered in this consultation.
- 1.5 The consultation will be held between 5 October and 30 November 2018. The draft consultation leaflet attached as Appendix A to this report will provide the basis of the consultation. This contains some explanatory text and diagrams to prompt people to respond. It will be accompanied by a more detailed infrastructure evidence document, to which people will be signposted during the consultation.
- 1.6 As a joint consultation document, the four GESP local planning authorities will need to sign it off before it is formally published. This should happen during meetings in September, allowing the October consultation date. The recommendation includes a mechanism to allow further modifications to the document before it is finally published. This allows for minor changes such as typos, etc. It also ensures that a recommended change to the document by one authority does not hold up the consultation by requiring a further round of committee meetings to agree the change.

Vision

- 1.7 The previous consultation included a draft vision and responses provided views on whether it was appropriate for guiding the future of the Greater Exeter area up to 2040. The responses have been analysed and published on the GESP website as part of the ‘summary of responses’. Comments were varied but feedback suggested that the vision should be more locally specific and include more specific targets. In this context, the vision has been reviewed and is now separated into three sections covering ‘the plan’, ‘the place’ and ‘the priorities’. This explains the role of the plan, what kind of place we are trying to create and the key priorities to make this happen.

Transport

- 1.8 Transport investment generates significant interest and debate, and is an important element of delivery the GESP vision of an “accessible and networked

city region". The consultation will set out the main concepts and elements of a potential transport strategy for Greater Exeter. Like other forms of infrastructure, this will need continued work alongside the spatial development strategy leading to the draft plan. The transport approach concentrates on an avowedly sustainable approach to movement, and seeks to harness the swift technology changes affecting the transport sector, tying in with the digital theme of the vision.

Infrastructure

- 1.9 The consultation provides information regarding recently provided and currently planned infrastructure to provide a context for GESP strategy. The financial considerations are highly relevant given the cost of infrastructure and the continued importance of viability in plan making. The document sets out the kind and broad scale of new infrastructure needed, although clearly any site specific information will need to await the draft local plan consultation next year, when the spatial strategy is being considered. During the consultation, people will be provided with the opportunity to set out their key issues and infrastructure projects to give us more opportunity to take those concerns on board. A key message concerns the benefits for infrastructure (including transport) of a more certain long term funding regime.

Homes

- 1.10 The Government has changed the way in which housing targets for Local Planning Authority areas are set, instead now providing a formulaic methodology using Office of National Statistics demographic projections and relative housing affordability. This forms the basis of the housing targets which should be included in plans. Previously it was for Local Planning Authorities to set housing targets based on a recommended assessment methodology. As a result of this change, and because the four Local Planning Authorities are jointly planning to meet the development needs of the area, the current housing needs figure for the area has been identified in the engagement document. The total provision (as currently published) is about 2,600 new homes per year, although this will change in the future with new data. For example most recent affordability data suggests a further increase in the target is likely. The document reflects this, and refers to the need for additional flexibility in housing supply.

Working with government to deliver high quality development

- 1.11 It has already been noted that additional housing development will be required in the period up to 2040 and that one of the principal roles of the GESP will be to identify overall housing requirements and the locations of development. Furthermore, it also anticipated that significant investment will be needed to deliver the infrastructure required to support this development and overcome existing issues. These challenges are not new although they are being faced in changing circumstances in which the Government is providing renewed focus on the need for accelerated delivery of additional housing of a high quality supported by key infrastructure. This change in Government emphasis gives

TEIGNBRIDGE DISTRICT COUNCIL

the opportunity for councils or (more commonly) groups of councils to negotiate deals with the government to fund additional infrastructure. Even more importantly, long term security of transport and infrastructure funding will be very helpful going forward in the context of long term development proposals. The consultation seeks views on how this could work, particularly focusing on 'asks' of Government and 'offers' from the GESP authorities. Such a deal would enable the councils to improve the long term planning for infrastructure in association with growth.

Future work

- 1.12 Responses will be analysed and used to inform further work on the GESP. This will take place in late 2018 and early 2019 and will result in the preparation of a draft GESP document. As per the adopted Local Development Scheme, a further public consultation on the draft plan will be held in June 2019.

4. GROUPS CONSULTED

- 1.13 The report has been agreed jointly with officers of the five participating authorities and is being presented (with appropriate variations to reflect local matters) to each.

5. TIME-SCALE

- 1.14 The consultation is proposed to run for eight weeks between 5 October 2018 and 30 November 2018.

6. JUSTIFICATION

- 1.15 Approval is required to enable the Authorities to hold a joint consultation. The consultation will build on the information provided during the 'issues consultation' in 2017 and enable debate on key issues which the GESP will address in advance of a draft plan consultation being held in 2019.

7. DATE OF IMPLEMENTATION (CONFIRMATION OF DECISION SUBJECT TO CALL-IN)

10.00 a.m. on Tuesday 11 September 2018.

Simon Thornley
Business Manager Strategic Place

Cllr Humphrey Clemens
Portfolio Holder for Planning and Housing

BELOW TO BE FILLED IN BY REPORT AUTHOR:

Wards affected	All outside Dartmoor
Contact for any more information	Simon Thornley
Background Papers (For Part I reports only)	
Key Decision	Y / N
In Forward Plan	Y

TEIGNBRIDGE DISTRICT COUNCIL

In O&S Work Programme	N
Community Impact Assessment attached:	N
Appendices attached:	A: Draft consultation document

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Greater Exeter Strategic Plan



Consultation:
Our new vision and
how we make it real

October 2018



The local authorities of Devon, East Devon, Exeter, Mid Devon and Teignbridge are working together to prepare a Greater Exeter Strategic Plan (GESP).

What is the Greater Exeter Strategic Plan trying to achieve?

- Have a joined-up vision and hopes for our area
- Meet the area's housing needs in the right places
- Support job creation and greater prosperity
- Improve transport and other infrastructure
- Protect and enhance the environment
- Give us the basis for talking to Government about how they can support us more

What is the latest progress on the GESP?

Last spring a consultation was held to launch the GESP, explain its role and identify issues. We also held a 'call for sites' which allowed people to suggest areas for development. Since that consultation the GESP team has been busy analysing the consultation responses and the sites suggested. We have also been doing studies which have covered various topics:

- | | |
|--------------------------|-------------------------------------|
| ■ Housing and employment | ■ Infrastructure |
| ■ Environment | ■ Broadband and mobile connectivity |
| ■ Transport | ■ Climate change and low carbon |

What is this consultation for?

Housing, infrastructure and transport were three key topics identified during the previous consultation. As a result, we are holding this additional consultation to provide further information and explore the issues in more detail before we prepare a draft plan for consultation next year. The consultation includes our new vision for the area, explains what the Government has said our housing need is, asks people what the most important infrastructure projects we need to invest in are and includes the main points for a transport strategy for the area.



How to get involved

You can make comments on this document between 5th October 2018 and 30th November 2018. Please fill in the online consultation form at:

www.gesp.org.uk/XXXXX

When you comment on this consultation we don't automatically keep your details. Instead if you want to be kept up to date with our progress and sign up to our email alerts please visit:

www.gesp.org.uk/stay-informed

Vision

What drives us? What are we trying to achieve?

How will Greater Exeter be different and better?

The Greater Exeter vision responds to these questions. In spring 2017, the 'issues' consultation asked for your views on an early version of our vision and we received many replies. We have published a summary on our website. Some of the key points are:

- Needs to be more 'locally distinctive'
- Should recognise the key role of Exeter and other places
- Should be optimistic but also realistic
- Should include the need for new homes, jobs and infrastructure
- Should deal with quality of life and the need for quality development

We have used these suggestions to write a new vision which we hope the communities in the area can get behind. It contains some key priorities for the plan looking to the future.

The vision is in three parts:

PLAN

What the Greater Exeter Strategic Plan does and why we need it.

PLACE

The type of area we are aiming for, looking at strengths and weaknesses.

PRIORITIES

Bringing the vision to life with a small number of key, clear targets.

The new vision is included here and we'd like to hear what you think.

The Greater Exeter Strategic Plan vision

The plan

The Greater Exeter Strategic Plan makes the big, cross-boundary decisions about growth and infrastructure in the Greater Exeter area looking many years ahead. The innovative planning and ambitious investment decisions taken together by the local authority partners aim to realise our potential by creating great places to live full lives.

The place

In 2040 we are an accessible and networked city region of linked but distinct communities. Our economy is low carbon and productive. We invest in our citizens, celebrate the area's beauty and continue to work together for mutual long term benefit. We fully utilise our unique south western city-town-country-coast environment and our growing academic and skills base for smart growth. We enable prosperous and healthy lives in high quality homes and communities with access to great greenspaces and high quality jobs linked by a reliable, sophisticated and sustainable transport system.

The priorities

Greater ambition – hardwiring delivery in from the start

Greater innovation – fast growth in cutting edge businesses including becoming the UK centre for data analytics, environmental futures, knowledge-based industries and smart logistics

Greater connectivity – gigabit ready communities with majority sustainable travel

Greater prosperity – local wages rise to above the national average

Greater places for people – providing the homes we need in high quality, healthy neighbourhoods in the right places

Greater places for nature – rebuilding biodiversity and peoples' access to it

Greater education – nurturing, attracting and retaining a world class workforce

Greater efficiency – a 60% reduction in carbon emissions



Question 1

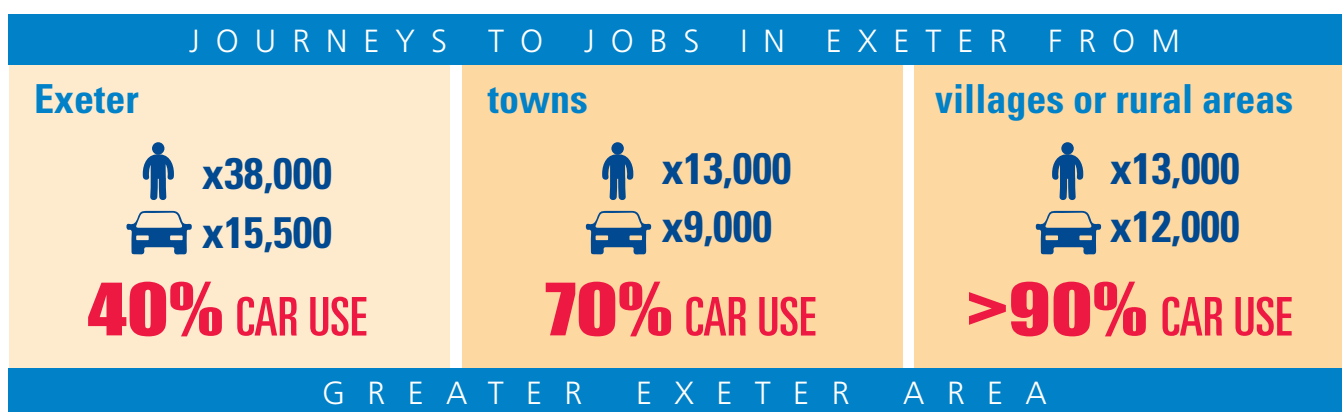
Do you have any comments to make on the vision?

“an accessible and networked city region”

The transport strategy will support travel needs of a growing population and economy whilst also contributing to better places and quality of life in the Greater Exeter Strategic Plan area.

It draws on existing travel patterns, current transport issues and the Greater Exeter vision to start thinking about the key principles of managing transport in the area. It will grasp the opportunities of new technology to make travel more integrated and efficient.

The impact of more travel will be most greatly felt in Exeter and the larger towns and we will have to pay special attention to those places. Our urban areas benefit from a variety of travel choices and there is scope to boost this further, whilst in our rural areas the choices are more limited. For example, the diagram below shows an overview of commuting trips into Exeter. 90% of rural commuters into Exeter use the car, compared with 70% of town residents and just 40% of those living in the city.



In the last decade the population of the Greater Exeter area has increased by 34,000 people. However, in that time traffic volumes on the local road network have not increased. Travel patterns are changing and there has been big growth in the use of sustainable modes such as cycling, bus, park and ride and a doubling of rail usage. Advancements in technology will further change how and when people travel.

The Greater Exeter transport strategy will take advantage of this shift by continuing and accelerating further improvements to the transport system.

The GESp vision will be achieved by:

- **Greater Connectivity**, improving sustainable transport networks to create a connected City Region.
- **Greater Places for People** with an emphasis on the role of transport in improving places, health and quality of life in our urban areas.
- **Greater Innovation** by utilising the opportunities arising from technological advancements to integrate travel information, improve network operation and enhance peoples travel choices.

We are seeking your views on the following key principles which together will underpin the emerging transport strategy.

Transport strategy: The key points:

Greater connectivity

- **Connected city region**
Provide a consistent standard of sustainable transport between Exeter and key towns, including trains every 30 minutes, buses every 15 minutes and high-quality cycle routes.
- **Protect and improve our strategic road and rail**
Focus on M5 gateway, A30, A38, A303, A380 & junctions on A35/A361 and mainline rail links to enhance connectivity and reduce journey times to the rest of the Country.
- **Park and Ride sites on all main corridors into Exeter**
Double the number of car parking spaces serving the city and improve bus journey time reliability on key corridors into the city.

Greater places for people

- **Healthy active city**
A comprehensive network of walking and cycling routes to achieve significantly more short distance trips being made on foot or by bike.
- **People Based Places**
Reduce the dominance of cars in urban centres and corridor enhancements to reduce pollution, support sustainable travel and contribute to improved health and well-being.
- **Attractive Urban Bus Networks**
Work with operators to achieve a modern, reliable and low carbon network of urban bus routes.

Greater innovation

- **Develop and Launch New Transport Interventions**
Utilise technological enhancements and work with innovators to test new ideas, improve the operation of the network and increased shared mobility options.
- **Single Ticketing Travel**
Develop a new integrated product which combines sustainable travel modes into a single subscription travel service. (e.g. car club, bike hire and public transport).



Question 2

Do you have any comments to make on the key parts of the transport strategy

We know that new development and transport need to be thought about together and more detail on those transport measures needed to directly support future development areas will be identified and consulted on in the draft GESP in Summer 2019.

"great places to live full lives"

Our vision and the need for housing and jobs means that we need to think hard about what infrastructure is required and how we provide it. From transport to open space, utilities to schools, infrastructure is vital to make places work and support people in their lives. We need to make sure we get it right when we plan new development and so infrastructure is at the front of our thoughts in preparing the GESP. The whole range of facilities and services need to be coordinated, funded and delivered alongside the new homes and jobs the area needs.

Greater Exeter infrastructure planned



**£700M
by 2033**

The Councils understand the importance of key infrastructure and so there has been major investment across the area in recent years. Since 2013, more than £320m has been spent on a range of large scale infrastructure projects in the area which bring benefits to local communities and businesses. Some examples are:

- The South Devon Highway: £110m
- Exeter Flood Defence Scheme: £32m
- Cranbrook education campus: £16m
- Crediton relief road: £8.5m
- Pavilions Teignmouth: £4.75m
- A361 junction phase 1, Tiverton: £3.9m
- Dawlish Countryside Park: £2.9m
- Sidmouth recycling centre: £2.3m
- Newcourt station: £2.2m

We also have a pipeline of future schemes which will bring major benefits to our area and support the housing we have already identified in plans. Amongst others these projects include:

- Leisure centre and bus station complex, Exeter: £40m
- A382 to A38 improvements, Newton Abbot: £28.5m
- South West Exeter all-through school: £22m
- Marsh Barton Station, Exeter: £13m
- Cullompton Relief Road: £10-15m
- Dinan Way extension, Exmouth: £10m
- A361 junction phase 2, Tiverton: £9m
- Clyst Valley Regional Park: £7m



But of course we know there is more to do. Our existing plans already identify more infrastructure and this is likely to cost around £700m. These projects are funded in part but there is still a large 'funding gap'.

We are now looking as far as 2040 with the Greater Exeter Strategic Plan. We think that expensive additional infrastructure will be needed beyond that already listed. Up to 2040 this extra large-scale infrastructure is likely to cost more than £1 Billion. This will be determined to a large extent by future development sites in the plan. These sites are not yet determined, however we can take a steer from the vision, the fact that Exeter will continue to be the travel focal point of the area, our knowledge of existing infrastructure issues and the views of the public. Examples of infrastructure we may need to provide up to 2040 in the GESP area are:

- New primary and secondary schools
- Relief to major junctions on the M5
- Improvements to the A30/A303
- A number of new Park and Ride sites on the main roads into Exeter
- Walking and cycling routes in and between towns and Exeter
- Improvements to rail and bus routes and buses
- Low carbon energy generation and a smart grid
- New, accessible green space
- Healthcare facilities
- Community facilities e.g. local halls
- Internet connectivity and mobile communications



There will be a funding gap here too. Building on our previous successes, we are optimistic that we can fill the funding gap, but there is no certainty. We are therefore keen to explore new ways of providing so we can make more informed long-term planning decisions.

Public aspirations

We also recognise that communities have specific views about infrastructure. We are therefore asking people to tell us what problems people wish to solve or infrastructure they think is needed in the area. We will take account of people's answers when writing the GESP, however we need to bear in mind how much finance may be available.



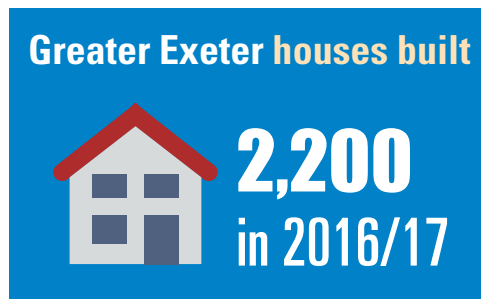
Question 3

What is the most important issue you would like to see tackled or infrastructure project you would like to see happen in Greater Exeter and why?

The already planned infrastructure projects are shown on an interactive map and in the infrastructure delivery plan available at www.gesp.org.uk

"Providing the homes we need"

The Greater Exeter area is a great place to live, with amazing scenery, stunning coastlines, thriving market towns and a vibrant city at its heart. But zero change isn't an option. People are increasingly locked out of our 'broken housing market' as house prices outstrip local wages. House purchase is beyond the reach of many first time buyers, renting is expensive and the need for affordable housing exceeds supply. Providing more, better and a wider variety of new homes is the main way to improve this unbalanced situation.



The Government recognises these issues and aims to provide 300,000 homes per year across England. To achieve this, they now provide housing figures which Councils need to meet so that we have enough homes locally. For the GESP area this is 2,600 per year. These targets take account of population growth, changing individual and family situations and how overheated the local housing market is.

Changing the housing market in this way will take a long time. In the meantime we also want to improve things by providing affordable housing, ensuring homes are of a good quality supported by the right infrastructure and making sure the homes are in the right places. Joint planning between councils will help achieve these aims because we can look at the area as a whole.

The government housing target may change over the next year or two. Our current plans look forward to between 2026 and 2033. Beyond this, the GESP will cover up to 2040. This table explains our housing needs in a bit more detail. We have included a +10% flexibility allowance to deal with future changes and uncertainties.

Minimum need for new homes per year in Greater Exeter	Approximately 2,600
+10% flexibility	Approximately 260
Minimum 20 year need for Greater Exeter (2020-2040)	Approximately 57,200
Homes already committed: Permissions and housing in local plans	28,700
Minimum extra homes in GESP and local plans	28,500

Housing is not the only type of growth which we are looking at. The Councils in the South West have agreed that they will try to double the size of the local economy by 2036 and increase local prosperity. This will mean that we need more well-paid jobs in different industries and more space to attract businesses and allow them to grow. The GESP will help meet these aims.

Meeting the need for homes and jobs is challenging and we will need to put more detailed thought into the infrastructure implications. However, we know that there are going to be some key areas and projects where investment is needed, irrespective of where the new homes and jobs are going.

"ambitious investment decisions"

The Councils agree that homes and infrastructure are key issues which the GESP can deal with. As far as is possible, Councils would like to ensure both homes and infrastructure are planned together to provide high quality development. A lot of infrastructure funding comes from development, central government grants and the Councils themselves. However, there are always uncertainties about where funding will come from. If we could overcome this, more infrastructure could be provided with more certainty, and it could be provided earlier.



We think working more closely with the Government could help. Other Councils have worked with the Government to agree 'infrastructure deals' to provide more and higher quality homes in return for infrastructure investment. For example, Councils in Oxfordshire have agreed a deal where the Government provides up to £215 million towards infrastructure and housing in return for a commitment to a specific number of homes being built.

If the Councils in Greater Exeter worked with the Government, the Councils would need to make 'offers' of what they can do locally to provide more homes and in return, 'ask' the Government for support. Some examples are included here.

Example Council 'offers' to the Government	Example Council 'asks' to the Government
Councils provide more housing than Government figures (more than 2,600 per year)	Government provides more infrastructure funding
Councils provide some of the housing more quickly	Government provides more funding for affordable housing
Councils directly provide some housing themselves	Government provides public sector land or buys land for development to make building easier



Question 4

Do you have any comments to make on the idea of an infrastructure deal with the Government?

What could the Councils offer? What could the Councils ask for?

Next steps

We have already carried out an ‘issues’ consultation. This current consultation is an additional stage in the plan's preparation as a result of the interest in the vision, infrastructure and housing issues. After considering the additional views received we will be moving to a consultation on a draft GESP in the summer of next year.

Stage one (complete)	Issues Consultation and Call for Sites	You can comment on the content of the plan and provide local knowledge.
Stage two (current)	Consultation: Our new vision and how we make it real	
Stage three	Draft Greater Exeter Strategic Plan	You are invited to comment on draft policies, potential development locations and supporting information, based on the previous stage and evidence gathering.
Stage four	Publication version of Greater Exeter Strategic Plan	You can comment on the revised plan, changed in light of the previous stage and further evidence gathering. Plan and comments go to the Planning Inspector.
Stage five	Planning Inspector's hearings	An independent Planning Inspector examines the plan, evidence and comments made. He/she holds hearings to discuss the ‘soundness’ of the plan.
Stage six	Adopted Greater Exeter Strategic Plan	The plan is adopted and is used to inform local planning policy and decisions on planning applications.

Thank you very much for taking the time to look at this document.
Your views are valuable and your answers will help shape the
future of the Greater Exeter area.

More information is available at www.gesp.org.uk

To request this information in an alternative format or
language please call the Greater Exeter Strategic Plan
team on [01392 265177](tel:01392265177) or gesp@devon.gov.uk

We consider requests on an individual basis.

EXECUTIVE

LEADER: Cllr Jeremy Christophers**PORTFOLIO HOLDER:** Cllr John Goodey**DATE:** 4th September 2018**REPORT OF:** Simon Thornley, Business Manager, Strategic Place**SUBJECT:** Adoption/Making of Ide
Neighbourhood Development Plan

PART I

RECOMMENDATIONS

The Executive is recommended to

Resolve

That the Ide Neighbourhood Development Plan is 'Made' and is brought into force as part of the suite of Teignbridge Local Development Plan Documents as a material consideration in planning terms relating to the Ide Parish Area.

1. PURPOSE

- 1.1 The purpose of this report is to inform the Executive of the results of the referendum on the Ide Neighbourhood Development Plan and to bring the Plan into force by making/adopting it as part of the Development Plan for the District. This will ensure that this neighbourhood plan forms a material consideration in the determination of planning applications for this parish. (Note that neighbourhood plans are 'Made' which has essentially the same meaning as when a Local Plan is 'adopted'). This accords with the provisions of the Planning and Compulsory Purchase Act 2004 Section 38A(4) as amended.
- 1.2 A copy of the Ide Neighbourhood Plan is available online at: www.teignbridge.gov.uk/idenp

2. BACKGROUND

- 2.1 The Localism Act and associated regulations provide the legal framework for the production of Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders. These formed part of the suite of planning powers devolved to town and parish councils and neighbourhood forums under the 2011 Localism Act.

TEIGNBRIDGE DISTRICT COUNCIL

- 2.2 Following designation of Ide Parish area on 1st May 2013, the Parish Council began work on their neighbourhood plan. The development of the plan was informed by extensive community and stakeholder engagement, formally and informally throughout the process.
- 2.3 Following two formal consultation periods (Pre-submission & Submission), the plan was submitted to the District Council and then subjected to an independent examination to assess whether it met the 'Basic Conditions'. Successful examination on the plan led to the separate referendum in which the decision to adopt/make the neighbourhood plan was put to a local vote on 26th July 2018.
- 2.4 On a 29.38% turnout, 88.37% of those casting their ballot voted yes to the question: (the wording of which is prescribed in the regulations)

Do you want Teignbridge District Council to use the Neighbourhood Plan for Ide Parish to help it decide planning applications in the neighbourhood area?

- 2.5 With the successful referendum, Teignbridge Council must 'make'/adopt the neighbourhood plan unless doing so would breach or would otherwise be incompatible with any EU obligation or any Convention Rights under the Human Rights Act. No such conflict has been identified by the neighbourhood plan examiners or by Officers of the Council. In addition the Habitat Regulation Assessments and Strategic Environmental Assessment Screening reports did not identify any likely significant effects on the Environment. As such no conflict or breach with the above has been identified and the Neighbourhood Plan should be 'made'.

3. MAIN IMPLICATIONS

- 3.1 The Neighbourhood plan contains a range of locally produced policies, now formally endorsed by the voters of Ide, to help guide the decision making process. Statute provides that planning applications should be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise. Once the Neighbourhood Plan is 'made/adopted it becomes formally part of the Development Plan for the parish (alongside the Teignbridge Local Plan), and will therefore have a significant role in the decision-making on planning applications within the parish.
- 3.2 In normal circumstances, Parish and Town Councils receive 15% of the receipts from the Community Infrastructure Levy raised within their area. Where there is a 'made' neighbourhood plan, this increases to 25%.
- 3.3 A proportion of the costs accrued by the District Council in the development of Neighbourhood Plans are covered by Government funding.

4. GROUPS CONSULTED

- 4.1 The regulation require Neighbourhood Development Plans to be locally informed and led. Therefore the production of a Consultation Statement is

TEIGNBRIDGE DISTRICT COUNCIL

prescribed by the regulations and assessed by an independent examiner. In addition two prescribed stages of public and stakeholder consultation are required before the plan is examined and can proceed to referendum.

The Ide Consultation Statement is available to view at:
www.teignbridge.gov.uk/idenp.

5. TIME-SCALE

5.1 Immediate

6. DATE OF IMPLEMENTATION (CONFIRMATION OF DECISION SUBJECT TO CALL-IN)

10.00 a.m. on 4th September 2018

Simon Thornley
Business Manager, Strategic Place

Cllr John Goodey
Portfolio Holder for Community Neighbourhoods

BELOW TO BE FILLED IN BY REPORT AUTHOR:

Wards affected	Ide
Contact for any more information	Simon Thornley 01626 215706 or Alexis Marsh on 07827 552497.
Background Papers (For Part I reports only)	N
Key Decision	Y
In Forward Plan	Y
In O&S Work Programme	N
Appendices attached:	None

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EXECUTIVE

LEADER: Cllr Jeremy Christophers

PORTFOLIO HOLDER: Cllr Timothy Golder

DATE: July 2018**REPORT OF:** Tony Watson, Interim Head of Commercial Service
and Cllr Timothy Golder, Portfolio Holder for Economy
Skills and Tourism**SUBJECT:** Brunswick Street, Teignmouth**PART I****RECOMMENDATION**

- 1) That the Council resolve the recommendations made in part II of this report.

1. PURPOSE

- 1.1 Teignbridge has a longstanding aspiration to see the regeneration of the town centre site owned by the Council at Brunswick Street. Following a marketing campaign run this year, the purpose of this report is to outline the development options available for the site including the facilitating works required to preserve parking space numbers in Teignmouth town centre.
- 1.2 Inform a recommendation made in respect of the Lower Point Car Park to facilitate the development of a watersports centre with the grant of an option agreement for a long lease subject to conditions as set out in Part 1 of this report.

2. BACKGROUND

- 2.1 The site at Brunswick, comprising approximately 0.36 hectares (0.88 acres), is one of the primary regeneration opportunities in Teignmouth. Teignbridge has assembled the site over a period of years with the aspiration of reviving this part of the town centre.
- 2.2 In its present state, the site is under-used and partly derelict. It contains three distinct parcels: In the centre, is a 56 space off-street surface car park; the smaller parcels to the north and south, formerly contained garages. The former garage premises in the northern section, provides frontages to both Northumberland Place and Brunswick Street.

TEIGNBRIDGE DISTRICT COUNCIL

- 2.3 Brunswick Street has been identified in the Teignbridge Local Plan (2013-2033), as a primary regeneration site for Teignmouth. The site lies within the Teignmouth Town Centre Conservation Area, but there are no listed buildings within the site boundary.
- 2.4 Clear planning certainty has been established through the approval of a [Local Development Order](#) (LDO) adopted April 2016. This outlines the type and mix of development that is envisaged on the site. This encompasses a range of planning uses including retail, business, hotels, residential, non-residential institutions and, assembly and leisure.

3. KEY PRINCIPLES

- 3.1 In February 2018, a marketing campaign was launched to invite discussions with interested investors and potential delivery partners for either a freehold or leasehold interest in the whole or part of the site. A copy of the marketing brochure is attached at Appendix 1.
- 3.2 The Council has received proposals for the development of the site and these are detailed in part II of this report.
- 3.3 In order to deliver redevelopment, there are key ancillary decisions to be made in choosing a preferred developer. These include car parking and existing occupiers.

4. CAR PARKING

- 4.1 Brunswick Street car park has 56 car parking spaces. The LDO states that “replacement car parking provision through enhancements at Quay Road and/or Teign Street car parks will be required before development commences on the central section of the site”.

TEIGNBRIDGE DISTRICT COUNCIL

- 4.2 An options assessment has been undertaken to assess the possibility of increasing provision on sites owned by the Council. The assessment is summarised in the table below:-

	Eastcliff	Junction of Brunswick/ George St (new car park)	Lower Point	Quay Road	Teign Street
Existing spaces	157	0	28	170	63
Provisional Additional spaces	27	28	6	52	50
Provisional New total spaces	184	28	34	222	113
Annual net income increase *	£17,657	£29,649	£2,895	£33,282	£51,873
Est. cost**	£70,364	£168,492	£23,400	£1,200,000	£2,273,200
Net return on costs***	29.76%	19.29%	12%	-1.41%	-2.09%
Net return on costs with s106 funding***	-	-	-	0.62%	-1.39%
Notes	Will require the demolition of the Eastcliff Centre and public toilets	Including demolition of existing derelict buildings		Based on a deck providing 65 spaces	

* 2019/20 based on assumption of 3% increase in car park charges per annum

** Please note that these figures are early estimates and that further feasibility works are required.

*** Based on assumption of a Public Works Loans Board repayment loan over 25 year period

**** There is a sum of £412,407 held by the Council for expenditure on car parking in the town acquired through a Section 106 planning agreement. It is anticipated that this will be used to enable the car parking spaces lost from the Brunswick Street development to be replaced and/or increased elsewhere in the town.

TEIGNBRIDGE DISTRICT COUNCIL

- 4.3 The potential for putting a deck onto Teign Street car park has been assessed. The feasibility study included re-arranging the car park to accommodate a parking deck, installing traffic management systems and creating an entrance opening off the A379/Quay Road subject to approval by Devon County Highways.
- 4.4 Initial planning advice in relation to Quay Road, is that evidence of a parking requirement of this nature within the town would be required to demonstrate that the town is at capacity and that losing Brunswick Street car park would be a loss to the town. In addition, given that the car park sits within a Conservation Area, architectural input would be required to address the deck façade to ensure sensitive design.
- 4.5 The illustrative configuration at Figure 1, shows the creation of an additional 52 spaces at Quay Road and does not cover the whole of the existing car park. In the main, this is to minimise the impact on the surrounding listed buildings, including Thomas Luny House. If the scheme is taken forward, the extent of the decking would need to be evaluated against impact on the buildings and the benefit of more car parking for the town. Therefore this option provides the potential scope to increase car parking at this location by more than 52 spaces. In addition, it is the closest car park to the existing Brunswick Street Car Park and the town centre.

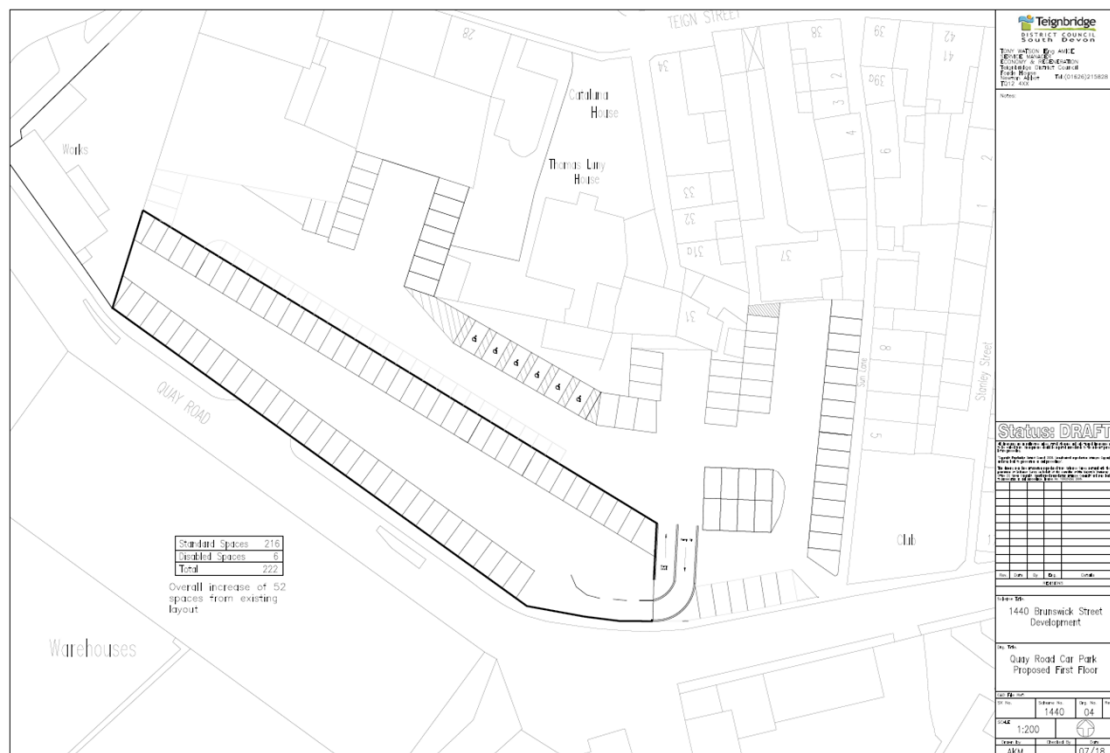


Figure 1

- 4.6 The Lower Point car park additional spaces can only be realised if the Council should choose not to offer Teign Rowing Club and the Canoe Club a ground

TEIGNBRIDGE DISTRICT COUNCIL

lease on the site. Further information about a possible paddle based watersports centre is available at paragraphs 5.2-5.9. An illustration of potential configuration is provided at Figure 2.

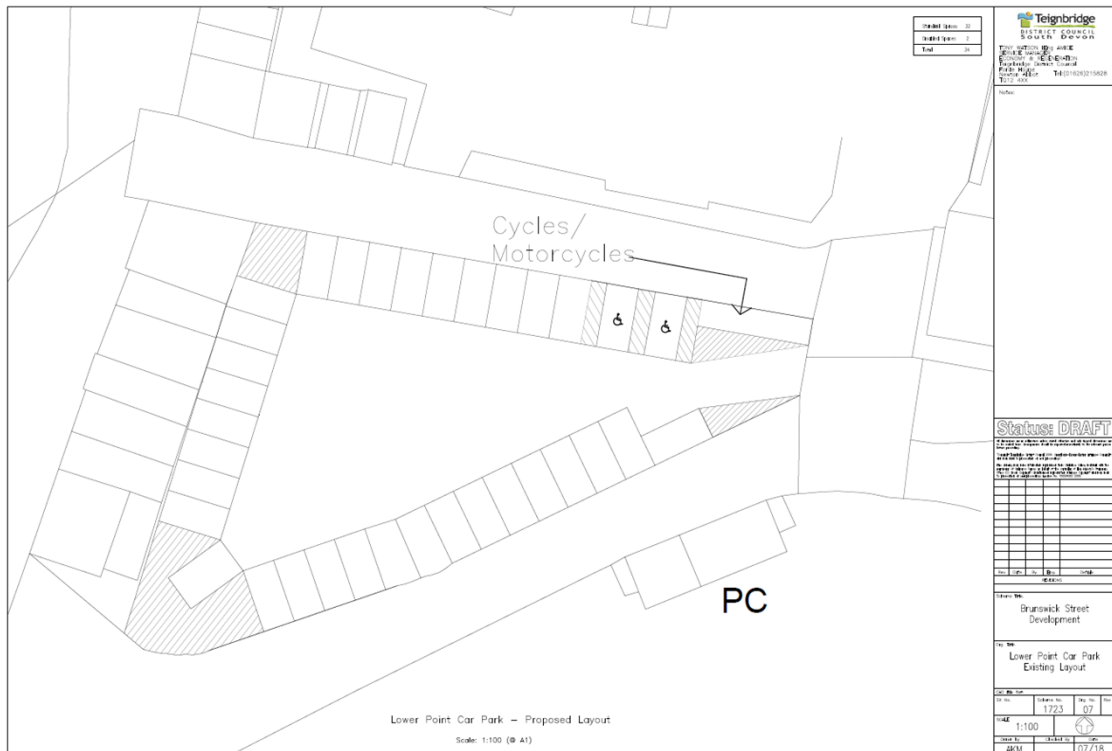


Figure 2

- 4.7 An initial assessment has identified the potential to increase car parking spaces at Eastcliff by 27. This an important car park at the gateway to the town from Dawlish and with its proximity to the beach. However, reconfiguration would require the demolition of the Eastcliff Centre and public toilets. The public toilets are currently leased to and run by Teignmouth Town Council.
- 4.8 The configuration illustrated at Figure 3 necessitates the reduction in 12 coach spaces to 6. If officers are charged with taking this project forward, it is anticipated that an assessment of the likely impact in loss of coach parking spaces would form part of the project. This would include an assessment of current use, an understanding of existing and projected coach trips and day trips made by car to the town and, overflow opportunities if visitor numbers by coach increases.
- 4.9 In addition, a decision would need to be made as to whether or not a required outcome of the project would include assistance to the Eastcliff Community Centre in finding alternative premises: Teignbridge is not obliged to do so but if financial assistance is provided, this would impact on the overall viability of the project.

TEIGNBRIDGE DISTRICT COUNCIL

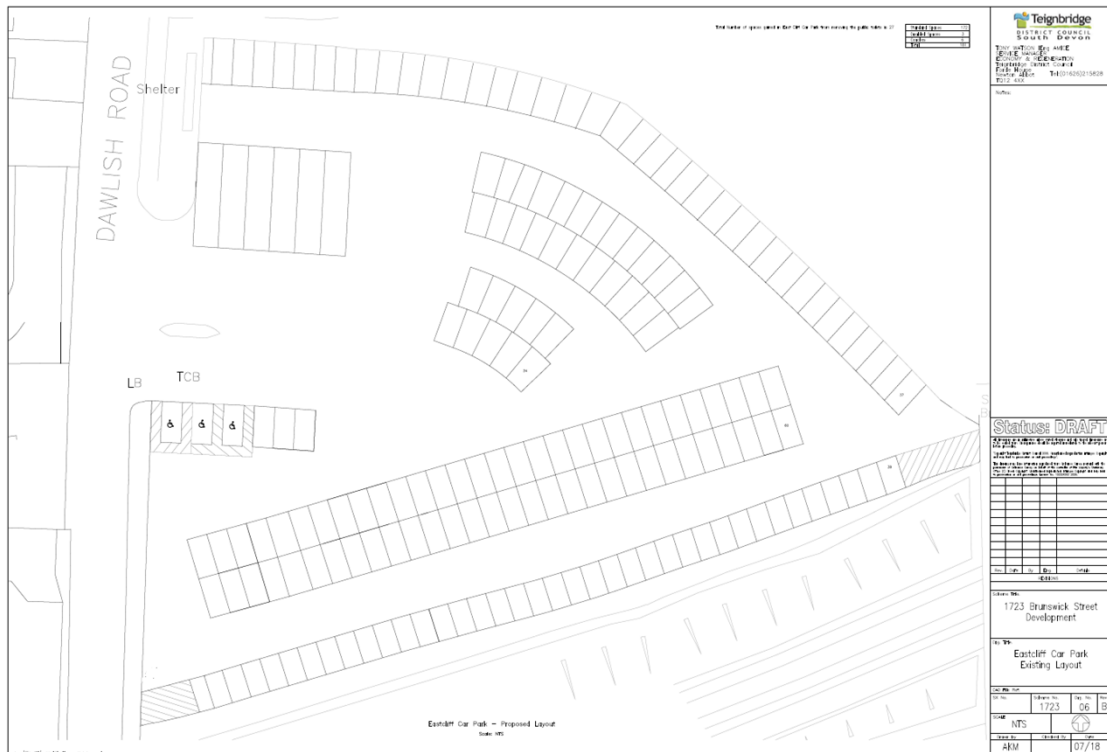


Figure 3

- 4.10 A new 28 space car park at the junction of George Street and Brunswick Street as illustrated in Figure 4 below could be developed should members choose to reject a proposal to redevelop the site for an alternative purpose.

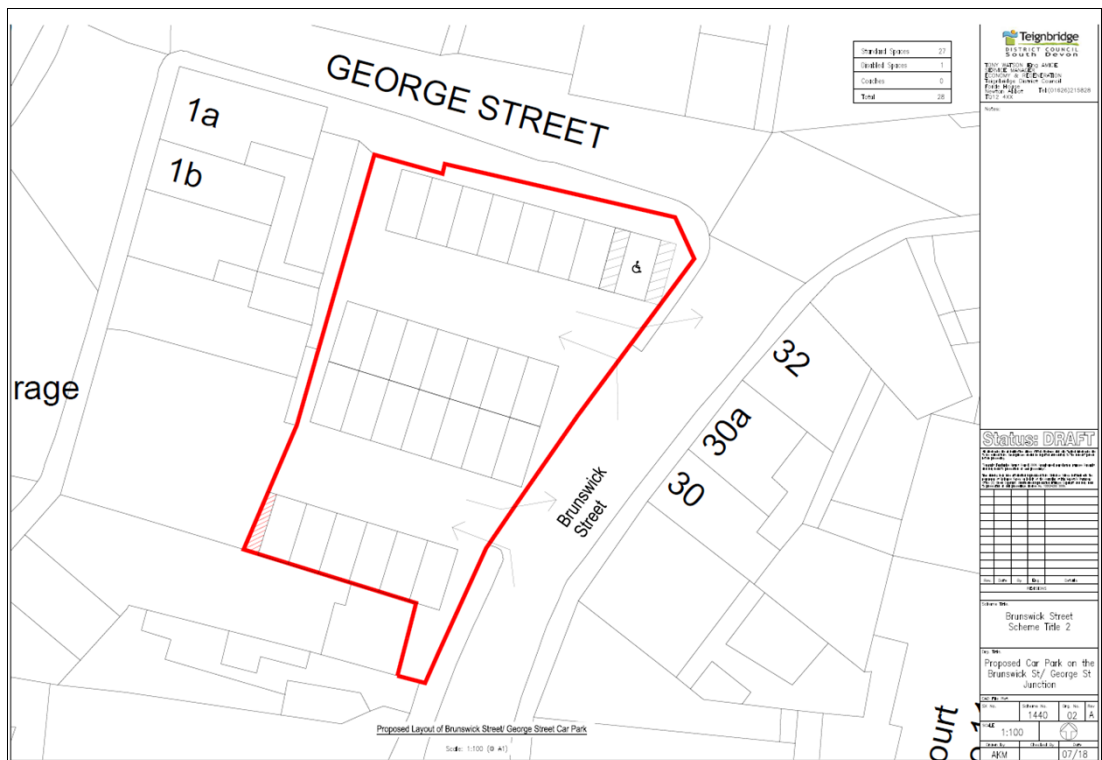


Figure 4

5. EXISTING OCCUPIERS AT BRUNSWICK STREET IN TDC OWNERSHIP

- 5.1 There are some existing agreements in place allowing temporary use on parts of the site. These agreements will need to be ended to enable vacant possession of the site prior to the commencement of development works. Further information relating to existing occupiers is detailed below.
- 5.2 **Teign Rowing Club** – Until recently, Teign Rowing Club occupied part of what was formerly known as Swansons Garage. Owing to concerns over the safety of the building, the Club was moved to an open store on the former Bobbets Garage site in April this year.
- 5.3 While the Council is under no obligation to assist in relocating the Club to provide vacant possession for development, the Council has nonetheless worked with the Teign Rowing Club, Canoe Club and Teignmouth Beach Life Saving Club on the possibility of a co-located watersports facility. This is because the Council recognises that these organisations provide a significant contribution to health and well-being of the local community, enabling a wide range of age groups to get active and be safe on the water throughout the year. This also supports the Council's 'Health at the Heart' super 10 project, along with 'Strong Communities' and 'Out and About and Active'.
- 5.4 The Canoe Club currently occupies premises leased from the Council at The Jubilee Shelter, Eastcliff.
- 5.5 A feasibility study was completed in October 2017 to assess sites at Polly Steps and the Lower Point Car Park. A copy is attached at Appendix 2. The Life Saving Club have since decided that a shared facility is not a preferred option at either site. In the meantime, the Rowing Club and Canoe Club have identified Lower Point Car Park as the preferred location for new facility. This is primarily because the Polly Steps has restricted launching at low water, the tidal flow is challenging and potentially dangerous and, owing to anticipated restrictive issues relating to the access to the site.
- 5.6 There are constraints on the Lower Point car park site, including service space to the two storey beach huts, access for the life boat to launch, and flood risk. However, it is anticipated that these issues can be overcome through thoughtful consultation and design input.
- 5.7 Subject to a resolution by members to approve the recommendation, it is proposed that work is advanced by officers to agree terms for an option to grant a long lease to the rowing and canoe clubs as one newly formed legal entity, Teignmouth Watersports Centre Ltd (TWC). There is potential for additional clubs to form part of the project. The grant of a lease would be subject to
- i. TWC securing planning permission and funding for the facility;
 - ii. a longstop date for planning permission of 12 months;
 - iii. the replacement of the existing 28 car spaces elsewhere in the town prior to the granting of a build contract.

TEIGNBRIDGE DISTRICT COUNCIL

- 5.8 An initial estimate of the loss of income from licences and parking on the site is £12,181 per annum (2017-18). It is envisaged that the ground rent agreed, will at least cover this loss. To ensure the replacement of car parking spaces lost at both Brunswick Street (56 spaces) and Lower Point Car Park (28 spaces), based on the initial options assessment, the Eastcliff and Quay Road car park schemes would need to be delivered with a further 3 spaces created between them.
- 5.9 The scheme would bring an investment of an estimated £1.2 million to the site and provide fit for purpose paddle based watersports facilities for the town. An idea as to the sort of scheme that could come forward is provided below in Figure 5.



Figure 5

- 5.10 **Teignmouth Town Council (TTC)** – TTC currently lease the public toilets, and hold licences on the former Tindell Printing site used as a garden and an area in which a bin store has been created. All are on the northern site on Brunswick Street.
- 5.11 The running of the public toilets was taken on by TTC in February 2016. It is not intended that replacement public toilet provision will form part of the development scheme. Alternatives are available within the vicinity on the Den, at the Point, Jubilee Shelter, Eastcliff car park and Lower Brook Street.
- 5.12 TTC have granted 12 temporary licences for traders to store their bins on the site. A new waste transfer unit will not form part of the development scheme.

TEIGNBRIDGE DISTRICT COUNCIL

Traders will need to take responsibility for their own waste. The arrangement with TTC can be terminated with three months' notice.

- 5.13 The site used as a garden has recently been greatly improved following a number of community days arranged by TTC and including the introduction of a wall hanging by local artist Laura Wall. All involved are aware of and mindful that the garden has a lifespan dependent on the wider development proposals for Brunswick Street. The arrangement with TCC can be terminated with one months' notice.
- 5.14 **Teignmouth Arts Advisory Group (TAAG)** – TAAG are a community interest company and have occupied 4/5 Northumberland Place (also known as the former Swansons Garage Showroom) since 2009. While no rent is paid, the building is in poor condition and the Group have undertaken work to make the ground floor space useable in lieu of rent. During their occupation of the site, a network of artists and arts organisations has been established along with a website and communication network. With some 45 exhibitions a year and regular art based classes, TAAG provide a well-recognised and appreciated community service.
- 5.15 In September 2015, TAAG successfully nominated the premises as an Asset of Community Value under the Right to Bid provisions of the Localism Act 2011. Further information relating to community right to bid can be found on the Council's website at <https://www.teignbridge.gov.uk/planning/neighbourhood-planning/community-right-to-bid/>.
- 5.16 As required under the Act, in February 2018, the Council's Spatial Planning and Delivery Service were advised of the Council's intention to market its interest in land held within the boundary of the Local Development Order as this included the building listed as an asset of community value. TAAG were advised and requested to be considered as a bidder. This triggered a 6 month moratorium period within which negotiations may be undertaken with the Group up until 23rd August 2018. After this date, the premises may be sold on the open market. An offer was submitted by TAAG 1st August 2018 and outlined in part II of this report.
- 5.17 **1A & 1B NORTHUMBERLAND PLACE**
- 5.18 Two small shop premises (at the junction of Northumberland Place and George Street) are currently occupied by local businesses Jackmans Fishing Tackle and The Reuben Lenkiewicz Art Gallery.

6.0 LEGAL AND FINANCIAL

- 6.1 The legal and financial implications are outlined in part II.

7.0 GROUPS CONSULTED

TEIGNBRIDGE DISTRICT COUNCIL

- 7.1 Services consulted include Parking, Legal, Projects and Finance. Additional parties, including Teignmouth Ward and Town Council members, are noted in part II.

Tony Watson
Interim Head of Commercial Service
Business Lead for

Cllr Timothy Golder
Portfolio Holder for Economy Skills
and Tourism

BELOW TO BE FILLED IN BY THE REPORT AUTHOR:

Wards affected	Teignmouth Central, East & West
Contact for any more information	Donna Best/ Aaron McCluskey
Background Papers (For Part I reports only)	Local Development Order (LDO)
Key Decision	Y
In Forward Plan	Y
In O&S Work Programme	N
Community Impact Assessment attached:	N
Appendices attached:	1: Marketing brochure 2. Water Sports Opportunities and Constraints

Town Centre Mixed Use Development Site

Brunswick Street, Teignmouth, TQ14 8AF



41

Approx. 0.36 hectares/0.88 acres
Local Development Order in place
For sale by private treaty



LOCATION

Located at the heart of this popular seaside town, Teignmouth's Brunswick Street development site presents an exciting and unique opportunity to play a major role in reviving this part of the town centre. Teignmouth itself is a stunning coastal town with historic Georgian buildings, sandy beach, and many visitor attractions such as a Victorian Pier, Lido and new Pavilions Theatre.

This outstanding brownfield site offers a prime location that's less than 200 metres from the picturesque and bustling promenade, as well as being just half a mile from the mainline railway.

The immediate road networks link northward to the main A381 carriageway towards Newton Abbot and Dawlish, providing good access to Exeter and Plymouth. Located on the South West train line, Teignmouth is a straight forward journey from to and London, along with other regional and national destinations. Journey time to Exeter St David's train station 20 - 35 minutes, depending on service operator.

DESCRIPTION

The site extends to approximately 0.36 hectares (0.88 acres) and is one of the primary regeneration opportunities in Teignmouth. Once home to the Town Hall and market place - a lively part of the town centre, Teignbridge District Council has assembled the site over a period of years, with the aspiration to revive and complete a missing piece of the town.

In its present state, the Brunswick Street site is heavily under-used and partly derelict. It contains three distinct parcels: In the centre, is a 56 space off-street ground level car park; the smaller parcels to the north and south, formerly contained two garages. The former garage premises in the northern section, provides frontages to both Northumberland Place and Brunswick Street.

PLANNING

Brunswick Street has been identified in the Teignbridge Local Plan (2013-2033), as a primary regeneration site for Teignmouth. The site lies within the Teignmouth Town Centre Conservation Area, but there are no listed buildings within the site boundary.

Clear planning certainty has been established through the approval of a Local Development Order (LDO) framework in April 2016. This outlines the type and mix of development that is envisaged on the site. This encompasses a range of planning uses including Retail (A1, A2 & A3); Business (B1a); Hotels (C1); Residential (C2, C3, C4); Non-residential institutions (D1) and, Assembly and Leisure (D2).

The LDO was prepared, in collaboration with the local community, to help streamline the planning process and accelerate the redevelopment of the site.

UTILITIES

Water, gas and electricity are supplied to the site.

METHOD OF SALE

Whole or part of the site is offered for sale by private treaty and by way of the freehold or long leasehold interests.

TECHNICAL INFORMATION

Relevant technical studies are available on the Council's website at www.teignbridge.gov.uk/planning/local-plans-and-policy/local-development-order/

These include the following:

- Local Development Order and Statement of Reasons (April 2016)
- Contamination & Geotechnical Report
- Site Capacity, Feasibility & Design Guidance
- Topographical Survey
- Flood Risk Assessment

ENQUIRIES

With clear planning certainty established through the approval of a Local Development Order, the Council would now welcome discussions with interested investors and potential delivery partners. Please contact:

Economy & Assets
Teignbridge District Council
Forde House
Brunel Road
Newton Abbot
Devon
TQ12 4XX

01626 215 481
economyandassets@teignbridge.gov.uk
www.teignbridge.gov



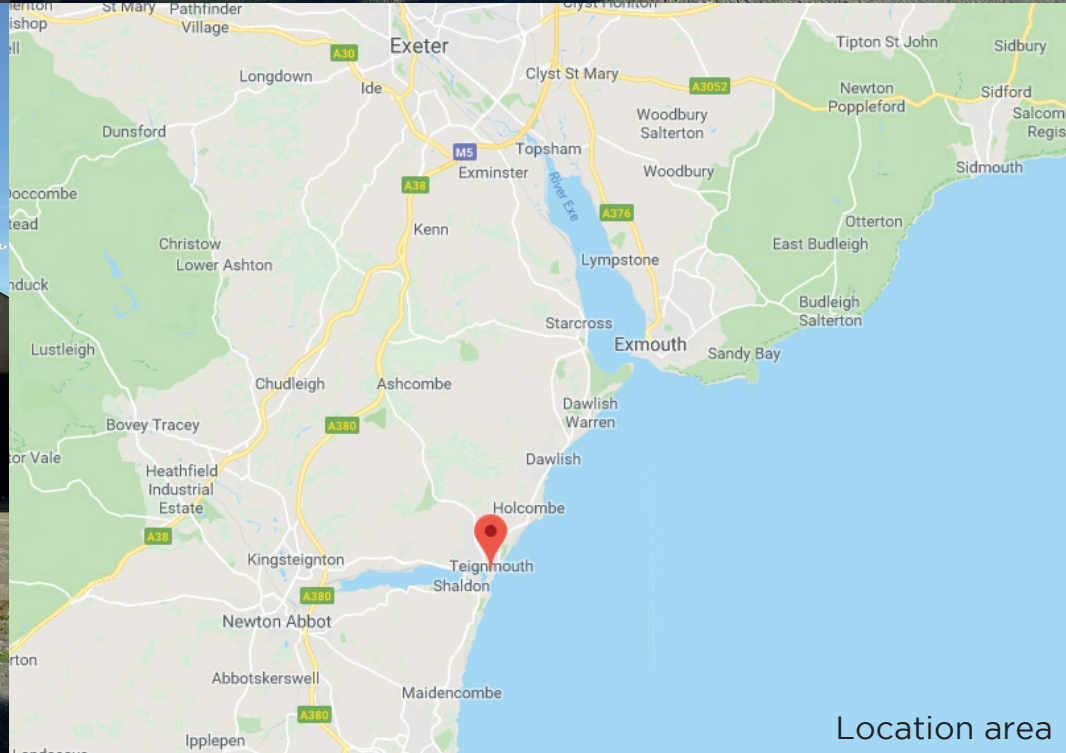
Northumberland Place



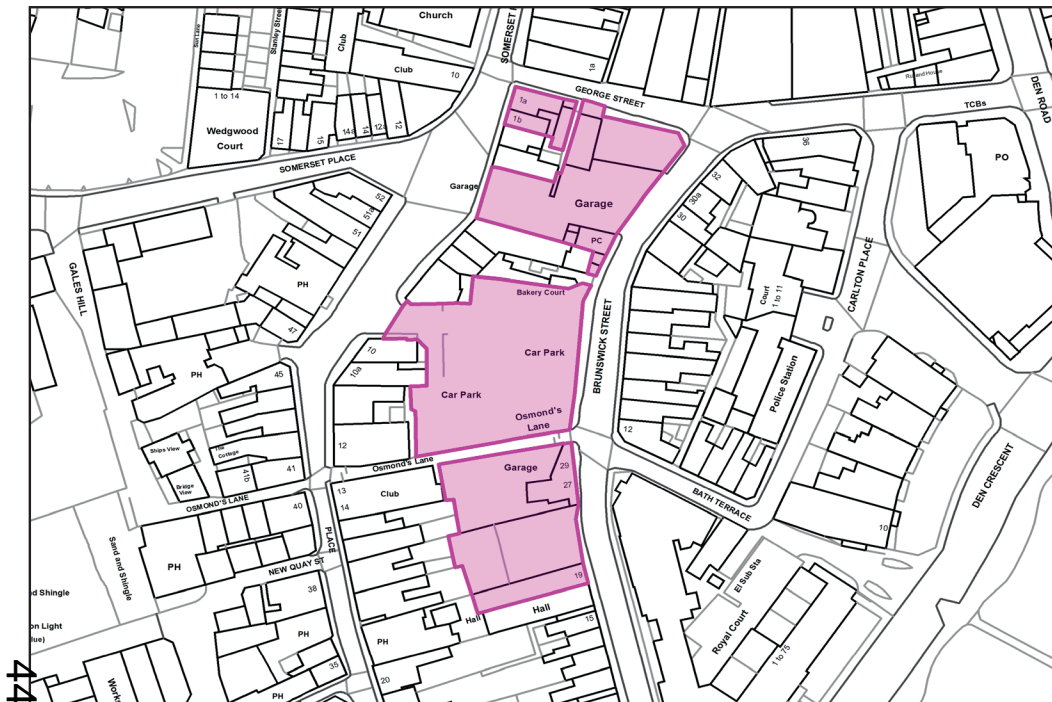
Brunswick Street car park



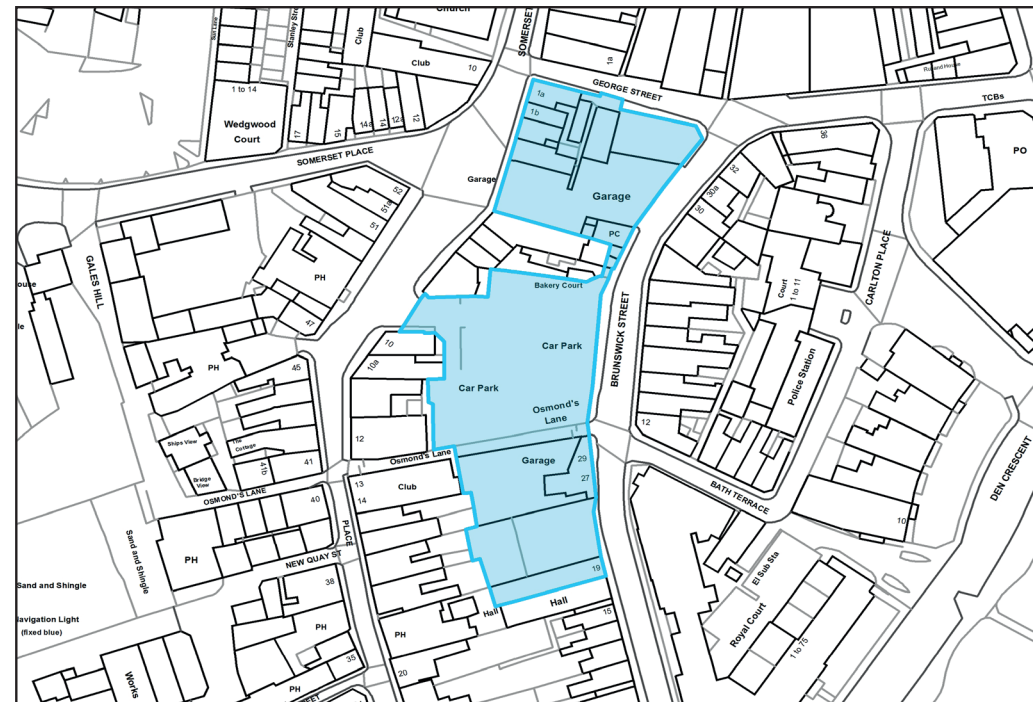
From Brunswick Street



Location area



Council owned land



Local Development Order
Site plan

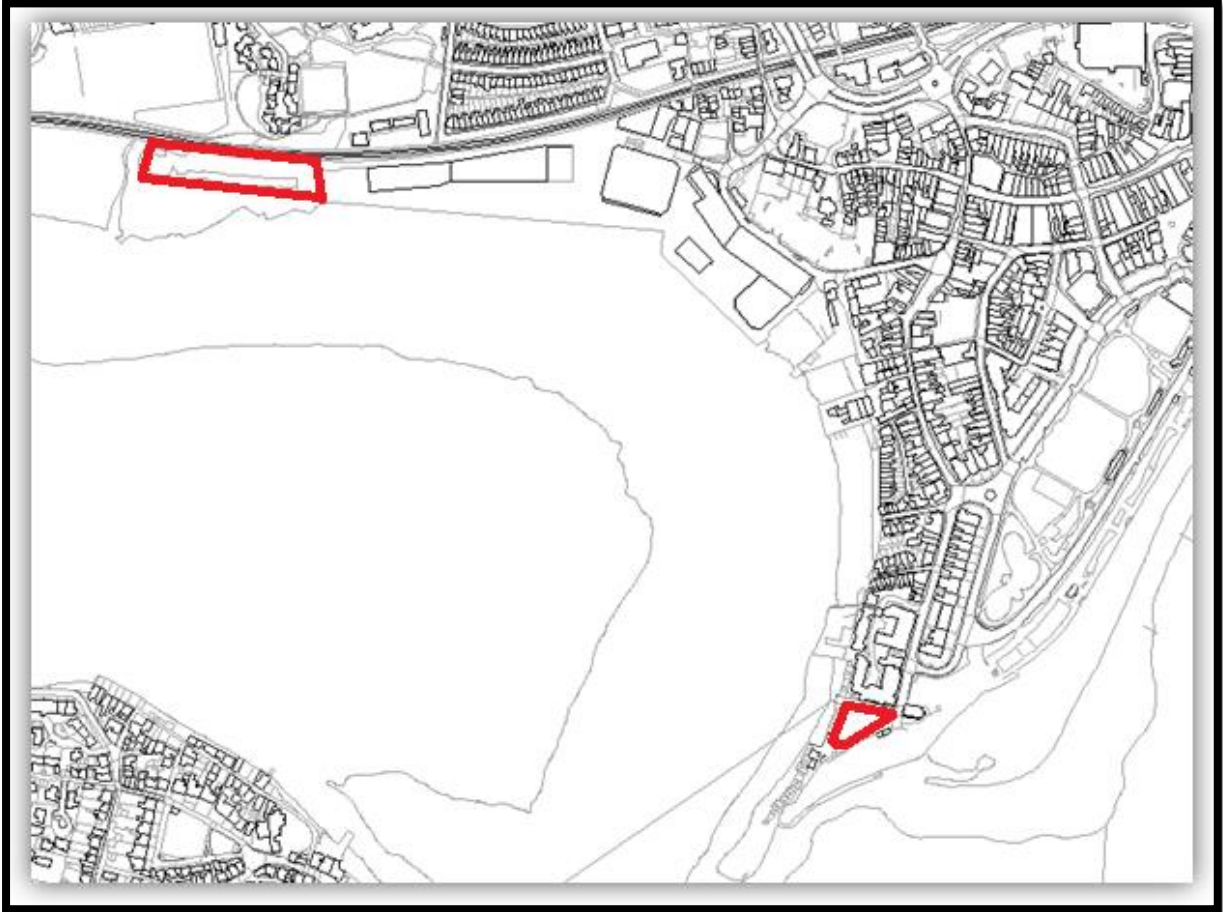
If you need this information in a different language or format
phone 01626 361101 or e-mail info@teignbridge.gov.uk

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The particulars are set out as a general outline only for guidance and do not constitute, nor constitute part of, an offer or contract; All descriptions, dimensions, reference to condition and necessary permissions for use and occupation and other details are given without responsibility and interested parties should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise.

Teignmouth Water Sports Centre – Feasibility of Different Site Options



Purpose of Report: Feasibility Report

Report produced by:

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Project Manager
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Report prepared on: Tuesday 17th October 2017


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Site Name	Lower Point Car Park and Polly Steps, Teignmouth
Scope	Feasibility Report
Report Reference	1723- 18/10/2017
Report Status	Draft
Report Date	18 th October 2017
Report Authors	A. McCluskey
Report PM	A. McCluskey
Report QA	R. Warran/ T. Butcher
Client/Employer	Tony Watson, Economic Development Teignbridge District Council.

QUALITY MANAGEMENT

Teignbridge District Council's "Economy and Assets" are registered under ISO EN 9001: 2000. This document has been approved for issue as follows:-

Approved	Signature	Date

Project Manager		14/8/18

QA Check		14-08-18

List of Abbreviations

- B.O.A.T – Boat Owners Association Teignmouth
- RNLI – Royal national Lifeboat Institution
- RTRC – River Teign Rowing Club
- SLSC – Beach Sur Life Savers Club
- TBSLSC – Teignmouth Beach Surf
- TCC - Teignmouth Town Council
- TDC – Teignbridge District Council

1.0 Introduction

- 1.1 The Economy and Assets Department have undertaken an assessment into the feasibility of relocating the Rowing, Beach Surf Life Savers and Canoe Club from their existing sites, to a new site at either Polly Steps or the Lower Point car park, Teignmouth. This report provides details of the proposed options along with all constraints, risks, issues and gains. An initial indication of project costs is also to be provided.
- 1.2 This feasibility study was undertaken by Aaron McCluskey, of Economy and Assets, in October 2017.

2.0 Scope

- 2.1 Brunswick Street has been identified in the Teignbridge Local Plan (2013-2033), as a primary regeneration site for Teignmouth. A Local Development Order was approved in 2016 and this outlines the type and mix of development that is envisaged on the site. This encompasses but is not limited to, Hotel, Restaurant, Retail and Residential accommodation. The Council are now in discussions with potential investors/ delivery partners to bring forward proposals for redevelopment of the site.
- 2.2 In tandem with these discussions, the Council are working towards ensuring that vacant possession can be provided – i.e. that existing tenants will have vacated the site by the time works commence. One such tenant is the Teign Rowing Club. While the Council is under no obligation to assist in the relocation, work has been undertaken to consider options on alternative Council owned sites. This report will focus not only on the potential for new and improved facilities for the Rowing Club, but also the Canoe Club and Teignmouth Beach Surf Life Savers Clubs (SLSC).
- 2.3 All three clubs provide a significant contribution to health and well-being of the local community, enabling a wide range of age groups to get active and be safe on the water throughout the year.

3.0 Requirements

- 3.1 For a new water sports centre, the combined requirements of the clubs are:
- Sufficient storage for equipment
 - Space to load and unload
 - Accessibility for members including disabled access parking already within The Point Car Park
 - Changing areas for users, including storage for belongings
 - Designed in such a way that flooding can be mitigated or managed
- 3.2 Other design considerations include careful selection of the materials to be used for the construction of the building due to its close proximity to the sea. Things such as corrosion protection on exposed steel work and the appropriately specified concrete to withstand the coastal environment will need to be considered for the structure. Cladding materials will also need to

be carefully considered in this location for a sustainable approach to the design and construction of the new Water Sports club.

- 3.3 In addition to this, the Lower Point Car Park is in a Conservation area and in close proximity to the RNLI Boat House which is a listed building. Thoughtful consideration of the design with regards to the surrounding environment will need to be undertaken. Planning, Listed Building consent and Building Regulations Approval will need to be sought.

4.0 Benefits of clubs combining on one site

- 4.1 Having all three of the water sports clubs in one location, with education centres, sufficient storage, changing rooms and showers and a club house/ bar, will provide a building fit for purpose to host water sports training and competitions, and entice new members to join.

The proposed location of the Lower Point will make the clubs visible and accessible to potential new members, with parking in The Point car park available to all. The Polly Steps site will be able to accommodate a new water sports building, however access and the tides will prove problematic.

5.0 Appointment of Architect to Look at Options

- 5.1 Following a tender process, Grainge Architects were appointed in spring 2016 and have now supplied TDC with indicative plans, elevations and 3D sketches of a proposed Water Sports Centre located in the Lower Point car park and Polly Steps, Teignmouth, as shown in the appendices.

6.0 Sites Considered

- 6.1 The two sites that were considered for development, both have issues to be overcome. The Lower Point car park is located on the sea front, and it is close to the town centre. Furthermore, the site lends itself to a development such as this, large enough to accommodate a fit for purpose building, with adequate parking spaces.
- 6.2 The Polly steps site does not lend itself to enable parking for a large amount of members at any one time, where The Lower Point car park has the advantage of The Point car park nearby.
- 6.3 Gaining a right of way along Old Quay Street for the purposes of a busy water sports centre may prove problematic. There are large vehicles using the road regularly and the introduction of additional vehicle and pedestrian traffic, may have an adverse impact on the Teignmouth Quay Company's operation.

The tides and currents at Polly step may make activities difficult for the inexperienced members of the clubs. Furthermore, there are significant health and safety implications for pedestrians walking along Old Quay Street with the larger vehicles using the highway regularly.

- 6.4 Grainge Architects assessed each site and set out the constraints and opportunities for each.

These are set out in Appendices A & B and summarised below:

6.5 Constraints for Lower Point car park

- restricted space for servicing the two storey beach huts
- Adjacent car park is approximately 1.7m higher than the site
- Life Boat access route to be kept clear at all times
- Life Boat Building is Listed
- Ferry shelter to remain or be incorporated within new development
- Potentially contentious area of site due to ownership dispute
- Site is highly exposed to strong salt laden winds and extreme weather conditions
- Bedroom windows on Morgan's Quay building overlook the site
- Narrow access route to lower point car park to be kept clear at all times
- Loss of 28nr public parking spaces

6.6 Opportunities for Lower Point car park

- Ground floor level to be flood resilient and used for storage and services
- Potential to create panoramic views of the sea and river at first floor level
- Potential to create accessible pedestrian bridge from the car park to the first floor level
- Opportunity for the building terrace to receive diurnal sunlight (sunrise to sunset)
- Commercial opportunity to take advantage of the panoramic views of the sea and river that could be achieved at first floor level. This could incorporate a café/bar which might help fund the ongoing costs of operating the building
- The site is proximate to a larger surface car park with disabled access spaces

6.7 Constraints for Polly Steps

- Potential restrictions for developing next to railway line including construction using cranes. Exact minimum distance currently unknown
- Access to bridge and slipway to be maintained at all times
- Boat Owners Association Teignmouth (B.O.A.T) huts to be relocated
- Possibility of dinghy huts to be relocated
- Old Quay Street is the only vehicular/ pedestrian access route Emergency Services access will need to be considered further
- View from nearby residential complex to be considered
- Extremely exposed site. The building needs to be of a robust construction
- Restriction issues from APB and Teignmouth Quay Co for a right of way along Old Quay Road

6.8 Opportunities for Polly Steps

- There is potential to extend the site through sheet piling, potentially increasing car parking and boat storage by approximately a third
- Opportunity to create a water sports centre with panoramic views of the estuary
- Potential to use nearby slip way to launch gigs

7.0 Planning Considerations

- 7.1 The Lower Point car park site sits within a conservation area that covers a large proportion of the sea front promenade. Conservation considerations must be integral to any design proposal that is put forward for this location. The RNLI Boat House is a Grade II listed building, and sits within close proximity of the proposed site.
- 7.2 Polly Steps sits outside of the conservation area boundary that encompasses Teignmouth's seafront promenade. The surrounding area is significantly less built up, however there is a rail way track close by, which will need to be considered within any design in this location. Bitton House is a Grade II* listed building located on the other side of the railway line and not thought to be of concern to this location for development. However, the Teignmouth and Shaldon Bridge is Grade II listed. Any application would need to address wider landscape and views to and from the bridge to ensure that the setting is not spoilt.
- 7.3 Preliminary discussions have been held with Development Management and TDC were advised that while such a scheme at Polly Steps may be seen as a continuation of the adjacent docks, in terms of sustainability, accessibility and the vitality and viability of the Town Centre, the Lower Point Car Park would be the preferred option

8.0 Access considerations

- 8.1 The Lower Point Car Park is accessible via pedestrian and vehicular public highways leading from Powderham Terrace and the Strand. The back beach is easily accessible by foot with room to manoeuvre rowing gigs and canoe's etc.
- 8.2 It is not clear whether Polly Steps is accessible via pedestrian and vehicular public highways through Old Quay Street. The site at Polly Steps would have its own dedicated slip way to launch and land rowing gigs and canoes.

9.0 Relevant organisation views

- 9.1 Following discussions with the Rowing, Canoe and Life Savers Clubs (November 2017), their thoughts on a location for a bespoke water sports centres are as follows:

9.2 Polly Steps location opportunities:

- Regenerates a little used area of Teignmouth and the Teign Estuary
- Has the potential to integrate into future marina and/or cycle path hub plans should they come to fruition
- Benefits an additional group, the Boat Owners Association of Teignmouth who have an existing basic facility at Polly Steps
- The site has the potential to be extended to make a larger footprint
- The Water Sports Centre would have panoramic views of the estuary
- There is already a slipway available for the launch and recovery of both safety boats and rowing vessels including Gigs and Seine Boats.

9.3 Polly Steps location weaknesses:

- Launching is restricted at low water due to poor quality of foreshore, very muddy or rocky. The THC website states that at Polly Steps *“Launching is restricted at low water.”*
- The tidal flow in this area is challenging and potentially dangerous, especially to novice or junior rowers who might not have the skills to cope with the flow especially for launching
- The foreshore in this area is extremely muddy and will cause issues with use of Seine boats from the beach and also Regatta Dinghies rowed by juniors
- Access to the site is via the right of way at the rear of the ABP docks.
 - We understand that increasing vehicle traffic could be an issue with ABP
 - Pedestrian access would require a lot of Health and Safety considerations to make the right of way safe for foot traffic including lighting and possibly barriers, increasing the costs of the initial build and also the ongoing maintenance
 - It would be impractical and unsafe to ask junior members to make their own way to the site for junior rowing evenings etc.
 - Novice nights attract between 60 and 100 rowers, these rowers would have to drive to the site or park elsewhere and walk along the back of the ABP docks, a potential hazard
 - Seine Boat series races attract over 100 rowers throughout the summer on weekend evenings, this would be another huge increase in traffic to the Polly Steps area at a busy time for public boat launching and recovery
 - The combined membership could be in excess of 800 members plus visitors trying to access the Centre which, due to the remote location, would cause too much increase in traffic for the access way
- Although the site could accommodate the B.O.A.T club it would be prohibitive to the Surf Life Saving club TBSLSC as it is too remote from the beaches. It would also be a large negative for the Teignbridge Canoe Club as it is removed from their popular paddling sites of the seafront and the sand bar and entrance
- The site would make the rowing club remote from the community and distance the club away from the location of many of its privately owned member's boats

- The remote location would reduce the ability of the Centre to act as a focal point for water sports activities
- Events hosted by the RTRC including Seine boat series racing and regattas attract hundreds of people to the town to participate and watch, the remoteness of the site from other businesses, pubs, take away food, restaurants etc. would reduce the economic benefit to the wider business community
- We believe that the services are not present at Polly Steps in terms of sewage, water and power and would therefore cause a large increase in build costs
- There are construction and ongoing maintenance issues with the site being in such close proximity to the railway line. To conform to Network Rails requirements to build and maintain the building could again make the project financially unviable
- The site is made up ground several metres deep which is likely to require expensive foundation design/construction and probable contaminated ground issues
- The remote location means that the site would have to be made more secure with additional lighting and CCTV or similar security, again increasing the construction costs as well as the ongoing costs.
- Potential loss of revenue and the service of winter boat storage as well as high vehicle access raising potential issues with any boats still winterised on the car park
- Reduction in parking spaces for day visitors and day boat launchers to Teignmouth potentially having a negative financial impact on the local business community
- There is already a lot of usage of the slipway for public launching that could cause issues with gig launching
- Currently Gigs are launched by hand, the Polly Steps slipway would require the club to have a vehicle on site to launch safely

9.4 Lower Point location opportunities:

- The rowing club has operated from this area since it was formed, there is a proven ability to launch all club boats relatively easily at all states of the tide
- The rowing club has operated novice and junior rowing in the area for many years with an impeccable safety record, the tidal conditions in the area do not restrict any rowing activities due to the nature of the tidal flow
- The site has been used by the RTRC without any issues for many years, we currently store boats there and also use it as a control base for racing activities, novice and junior rowing
- The RTRC has launched and operated in this area for 20+ years and has never infringed on the operation of the RNLI or caused issues with other water users i.e. the ferry or mooring holders
- The site is easy to access by foot and vehicle and users are able to park some distance away and walk safely to the venue
- The site is close to the “Back Beach Community” and would act as a base and focal point for a wide range of water activities. Encouraging visitors

into the town which increase the community benefits with more customers spending in local businesses

- The location would lend itself to being revenue generating including the potential ability to offer itself for private functions, meetings, training sessions etc. This would aid in the sustainability of the Centre going forward
- During quieter winter months, members would use the local car parks which would lead to an increase in revenue from parking
- The site would include an amount of vehicle parking therefore offsetting any loss of public parking spaces in the lower point car park
- The new Centre would help to regenerate the area and be a smart addition to the local community
- The observation tower inclusion would be a real focal point and attraction for visitors and could be a useful facility for the RNLI and Harbour officers
- The site would be more attractive to the **TBSLSC** and also the **TCC** and other water sports clubs and users for example the local Triathlon club and Open Water Swimmers could be encouraged to use the facilities, showers, toilets etc.
- The Lower Point site is a far safer location to be encouraging youngsters to attend activities both by virtue of its accessibility and also the location for the actual activity
- The location is financially more sustainable and therefore more saleable to funders as a long term proposition. There is potential commercial opportunity in the form of a café / bar function room which would increase the self-sufficiency of the building
- The site has access to services i.e. sewage, water and electricity therefore helping to keep the build costs down
- The additional access road around the proposed building would mean that existing users would be able to access their beach huts etc. easily, therefore minimising disruption
- The ground floor would be used for boat storage and would be flood resilient reducing build costs and panning issues
- Panoramic views of the seafront and the river on the first floor, making the building a great location to control and manage a whole range of water activities, races and regattas for a variety of water users
- There are no proper welfare facilities for visiting yachts so this could be incorporated

9.5 Lower Point location weaknesses:

- There is a potential disruption to other current users and locals including the beach hut owners if not designed in consultation
- The lifeboat slipway must be kept accessible at all times
- The windows in Morgan's Quay would overlook the site
- The access route around the proposed building would have to be kept clear at all times
- There would be a reduction in some car parking spaces
- The building is exposed to the elements and strong sea breezes meaning the building construction would have to be resilient to the weather

10.0 Conclusion

- 10.1 Following an assessment of the two sites considered, it is clear that there are many benefits that can be gained from the implementation of a water sports centre at either location. However, there are constraints and considerations that will need to be investigated further.
- 10.2 The implementation of a water sports centre on the Lower Point car park would provide a central location for the Rowing, Beach Surf Life Savers and Canoe Clubs within Teignmouth. With the back beach in close proximity, there will be enough space for the clubs to provide tuition.
- 10.3 Vehicle and pedestrian access will need to be considered, including servicing access to the rear of the two storey beach huts, although this is not thought to be an issue. As previously mentioned, the design of a new building would need to accommodate flooding resilience due to the prominent seafront location.
- 10.4 Based on estimate costs provided by WT Hills, constructing a water sports centre at the Lower Point site would cost approximately £1,150,000.
- 10.5 A water sports centre within the Polly Steps area could potentially take the activities away from Teignmouth main beach front, with access required to the site through Quay Road to Old Quay Street.
- 10.6 Space for the clubs to set up for tuition etc. is limited. Additionally, there are tidal issues at this section of the river that inexperienced members may not be able to navigate and deal with safely. This will have ongoing effects on the operation of the water sports centre, meaning potentially that they may not be able to operate at peak times of business due to low tide, and difficult access down to the low water level.
- 10.7 There may be issues with rights of way and health and safety for pedestrians along Old Quay Street, with a building in this location.
- 10.8 Based on costs provided by WT Hills, an estimate order of costs for a water sports centre at Polly Steps would cost around £1,030,000

11.0 Recommendation

- 11.1 Based on the appraisal, the logical site for the water sports centre is the Lower Point Car Park. The justification for this option lies in the opportunities to create a fit for purpose premises, potentially self-sustaining and in a prominent location on the Teignmouth Seafront. Moreover, the constraints regarding service space to the two storey beach huts, access for the life boat to launch and tendency to flooding in the area can be easily overcome through thoughtful consultation and design input.
- 11.2 The advice set out in this Feasibility Report is subject to a vast range of requirements which would need to be addressed if a scheme were to be taken

forward at the Lower Point car park. Availability of the site, funding, ground investigations and the securing of all planning permissions would form part of any decision to proceed.

Appendix A: Proposed Water Sports Centre – Lower Point Car Park, Teignmouth – Opportunities and Constraints.

Grainge Architects Opportunities – Lower Point Car Park

OPPORTUNITIES



Panoramic Sea / Estuary Views



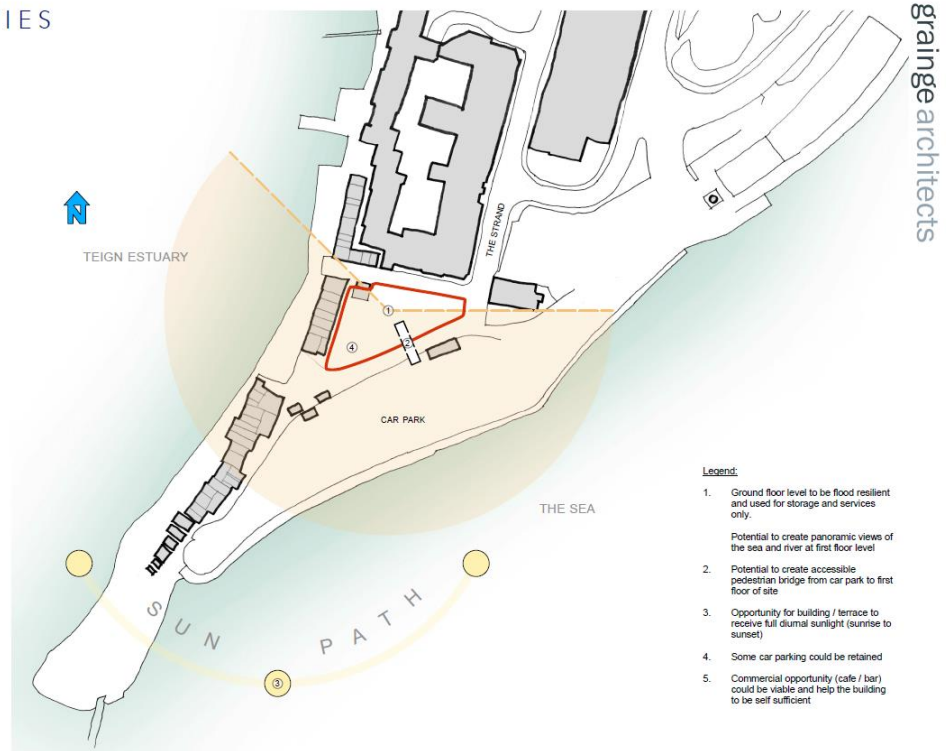
Existing Car Park



Iconic Two Storey Beach Huts



Adjacent Car Park At Higher Level



TEIGNMOUTH WATERSPORTS CENTRE - DEVON

Opportunities Diagram - Scale 1:1000 @ A3

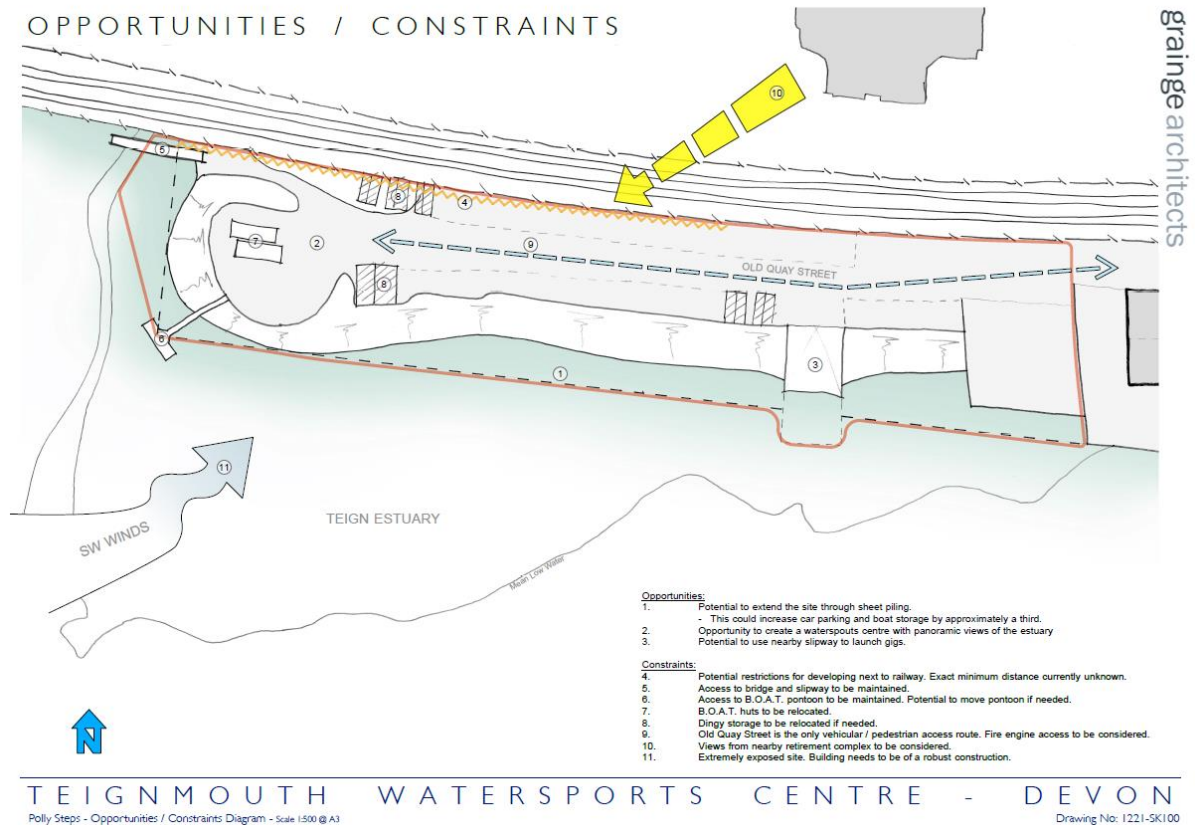
Drawing No: 1221-SK02

Grainge Architects Constraints – Lower Point Car Park



Appendix B: Proposed Water Sports Centre - Polly Steps, Teignmouth – Opportunities and Constraints

Grainge Architects Opportunities and Constraints – Polly Steps





Public Notice and Annual Forward Plan

- 1 This is an Annual Forward Plan of the key decisions and other decisions the Leader of Teignbridge anticipates the Executive taking during the next 12 months. Key decisions are decisions which the Council consider significant having had regard to Government guidance. This Plan may include other decisions which are not key decisions to be taken by the Executive, including for example, where the Executive is to make a recommendation to the Council.
- 2 Details of the proposed decisions are attached.
3. The decisions which the Executive propose to take in private and the reasons why are detailed in the list together with a brief description of the matter to be decided. If you do not think the decisions should be taken in private please advise the Democratic Services Manager, with your reasons, at the address below or email comsec@teignbridge.gov.uk
- 4 The documents which will be taken into account when making key decisions in the part of the meeting open to the public are available for inspection. Details are listed. Other documents may become available nearer the meeting. If you would like copies please contact the author of the report. Author's names and contact details are shown in the attached list. If you would like additional documents relating to a decision as they become available please contact the author and make this request.
5. Where possible, the District Council will attempt to keep to the dates shown in the Plan. It is quite likely, however, that some items will need to be rescheduled and new items added as new circumstances come to light.
6. This Plan will be updated on a monthly basis.
7. You are welcome to attend the meetings. They will take place in the Council Chamber at the address below. Agendas for Executive and other Council meetings are available on the Council's website.
- 8 You can ask questions regarding any item either in person or in writing. The deadline for the submission of questions is 12 Noon two working days prior to the meeting. You are advised to contact the Committee and Members' Services Section at the address below in advance of this time where assistance is available if required.
- 9 Should you wish to make the Councillors aware of any information in advance of a meeting you can make representations in writing. These can be made up

until the commencement of the meeting. You can also lobby Members of the Executive in advance of the meeting and for information on this or if you have any further queries, please contact the Committee Section, telephone 01626 215112 or email comsec@teiqnbridge.gov.uk

10

The agendas for the meetings can be made available before the meetings.

The documents listed in the right hand column of the attached plan are available for public inspection at the Council Offices between the hours of 9.00 am to 4.00 pm on Monday to Friday. The estimated dates of availability are indicated and are also available on the Council's website www.teiqnbridge.gov.uk

Cllr JEREMY CHRISTOPHERS
Leader of the Council

Council Offices, Forde House, Newton Abbot TQ12 4XX

TEIGNBRIDGE DISTRICT COUNCIL – EXECUTIVE FORWARD PLAN

Forward Plan of anticipated key decisions by the Executive for the next 12 months commencing 1 August 2018

(R) indicates a recommendation to Council.

Matter for Consideration	Date of Decision	Private Decision	Documents to be considered in preparing report	Report Author(s) & Contact Name & Number	Agenda inc. Report Published
Greater Exeter Strategic Plan Update	04/09/2018	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	24/08/2018
Ide Neighbourhood Plan Adoption	04/09/2018	No		Report of Alexis Marsh – Neighbourhood Planning Officer Contact: 01626 361101	24/08/2018
Sale of a property in Dawlish	04/09/2018	Yes		Report of Graham Davey-Housing Enabling and Development Manager Contact 01626 215412	24/08/2018
Brunswick Street, Teignmouth	04/09/18	Part		Report of Donna Best - Estates & Development Manager Contact 01626 215457	24/08/2018
Teignbridge Economic Development Plan	02/10/2018	No		Report of Neil Blaney – Economy Manager. Contact: 01626 215233	24/09/2018
Quarterly budget monitoring including capital and treasury management – quarterly review of budget variations and treasury management	02/10/2018	No		Report of Martin Flitcroft - Chief Finance Officer. Contact 01626 215246	24/09/2018
Call in of Portfolio Holder Decision 12-2018 - Planning Site Inspection Procedure	02/10/2018	No		Report of Trish Corns - Democratic Services Officer, Nick Davies – Business Manager Strategic Place and Justin Price-Jones – Interim Monitoring Officer. Contact 01626 215112	24/09/2018
Call-in of Portfolio Holder Decision 11-2018 - Funding Contribution for a Cirl Bunting Nature	02/10/2018	Yes		Report of Nick Davies – Business Manager – Strategic Place. Contact: 01626 2151745	24/09/2018
Amendments to the Gambling Act (R)	30/10/2018	No		Report of Andrea Furness - Licensing Manager. Contact: 01626 215545	22/10/2018

Dawlish Warren Habitat Mitigation	30/10/2018	No		Report of Fergus Pate - Principal Delivery Officer – Contact 01626 215466	22/10/2018
Supplementary Planning Document NA3 – Wolborough	04/12/2018	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	26/11/2018
Council tax support/reduction scheme	04/12/2018	No		Report of Tracey Hooper – Revenue, Benefits & Fraud Manager Contact: 01626215266	26/11/2018
Quarterly budget monitoring including capital and treasury management mid-year review	04/12/2018	No		Report of Martin Flitcroft - Chief Finance Officer. Contact 01626 215246	26/11/2018
Initial Financial plan proposals 2019/20 to 2021/22 – to consider the initial financial plan proposals 2019/20 to 2021/22 and the council tax base 2019/20	08/01/2019	No		Report of Martin Flitcroft - Chief Finance Officer. Contact 01626 215246	21/12/2018
Final financial plan proposals 2019/20 to 2021/22 – to consider Teignbridge's final budget proposals for the next three years	07/02/2019	No		Report of Martin Flitcroft - Chief Finance Officer. Contact 01626 215246	30/01/2019
Restructure Proposals	TBC	No		Report of Phil Shears – Managing Director Contact: 01626 215	TBC
Affordable Housing Supplementary Planning Document and Starter Homes	TBC	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	TBC
Teignbridge Car Park Plan – draft for consultation	TBC	No		Report of Neil Blaney – Economy Manager. Contact: 01626 215233	TBC